A G E N D A

General Plan/LCP Implementation Committee
August 13, 2008
3:30 p.m.
City Council Chambers

1. Approve Action Minutes from February 27, 2008 Meeting 3:30-3:35

   Attachment No. 1

2. General Plan/LCP Implementation - Master Task List

   Update From Staff and Committee Comments
   Attachment No. 2 3:35-3:50

3. Fair Share Fee Update

   Review report and provide direction to staff on setting fee
   Attachment No. 3 3:50-4:45

4. Items for Future Agenda 4:45- 4:50

5. Public Comments on non-agenda items 4:50-5:00

(some exhibits are only available in hard copy and are not included, please contact the Planning Dept. for copies.)

Attachment No. 1

CITY OF NEWPORT BEACH GENERAL PLAN/LCP IMPLEMENTAION COMMITTEE

DRAFT ACTION MINUTES

Action Minutes of the General Plan/LCP Implementation Committee held at the City Council Chambers, City of Newport Beach, on **Wednesday, February 27, 2008**

Members Present:

X	Ed Selich, Mayor, Chairman
X	Leslie Daigle, Mayor Pro Tem
E	Don Webb, Council Member
X	Barry Eaton, Planning Commissioner
X	Robert Hawkins, Planning Commissioner
X	Michael Toerge, Planning Commissioner

Advisory Group Members Present:

	Mark Cross
	Larry Frapwell
	William Guidero
	Ian Harrison
X	Brion Jeannette
X	Don Krotee
X	Todd Schooler
	Kevin Weeda
	Dennis Wood

Staff Representatives:

X	Sharon Wood, Assistant City Manager
	David Lepo, Planning Director
	Robin Clauson, City Attorney
	James Campbell, Senior Planner
X	Gregg Ramirez, Senior Planner

E = Excused Absence

Committee Actions

1. **Agenda Item No. 1** – Approval of minutes

   Action: Committee approved the draft minutes.

   Vote: Consensus

2. **Agenda Item No. 2 -** General Plan/LCP Implementation - Master Task List

   Action: The Committee was provided an update on the status of several items on the master task list.

   Vote: none

3. **Agenda Item No. 3 -** Zoning Code Rewrite – Eating and Drinking Establishments

   Action: The Committee reviewed and discussed a discussion paper describing an approach that places more of an emphasis on location, hours of operation and ABC license type to regulate eating and drinking establishments. The Committee directed staff to draft regulations using this approach and to investigate alternative parking requirements for eating and drinking establishments.

   Vote: Consensus

Attachment No. 2

GENERAL PLAN IMPLEMENTATION TASKS

1. Interim Zoning Resolution (including ability to require development agreements)
   Staff, January 9, 2007 - **Complete**

2. Procedures to implement single- and two-family design policies
   Staff, March 27, 2007 - **Complete**

3. Zoning Code and Specific Plan rewrite
   Consultant, with staff input and review, TBD
   - *Key staff review of draft complete August 15, 2008*
   - *Public review draft to Committee September 5, 2008*
   - *Committee review of draft beginning September 10, 2008*

4. CLUP amendment
   Staff, Consultants
   - *Planning Commission recommendation on clarification of policies re: coastal bluff development, October 18, 2007*
   - *City Council re-approval to correct notice will include clarification of policies re: coastal bluff development, November 13, 2007*
   - *City Council approval of contract with advocacy firm (D.B. Neish, Inc.), November 13, 2007*
   - *Coastal Commission found application complete December 4, 2007*
   - *Coastal Commission hearing scheduled for October; waiting for CCC staff comments*

5. Housing Element certification by HCD
   EIP and staff, TBD
   - *Comments on re-submittal received from HCD September 10 ,2007*
   - *Revised RHNA approved by SCAG July 12, 2007*
   - *City Council approval of contract with EIP for required update and certification, December 18, 2007*
   - *Public workshops March 31 and June 11, 2008*
   - *Planning Commission review June 5, 2008*
   - *City Council review August 12, 2008*
   - *HCD Submittal, August 2008*

6. Park Dedication Fee (Quimby Act)
   Staff, April 10, 2007- ***Complete***

7. ED Strategic Plan
   Staff, ADE and EDC, July 10, 2007 - **Complete**

8. Fair Share Fee update
   Consultants, September 2008
   - *Staff approval of contract for nexus study (Revenue & Cost Specialists, LLC), October 31, 2007*
   - *Nexus study first draft reviewed January 16,2008*
   - *Nexus study complete July 2008*
   - *Committee review August 13, 2008*

9. Airport Area infrastructure study and fee(s)
   ROMA and Fair Share Consultant, TBD
   - *First draft submitted for staff review January 23, 2008*
   - *Committee review September 10, 2008*

10. Inclusionary Housing Ordinance and In-lieu fee
    Consultant
    - *Affordable Housing Task Force review of updated fee study, November 13, 2007*
    - *Committee review of draft ordinance concurrent with Zoning Code*

11. Parking Requirements and Management
    Staff, EDC,
    - *RFP Issued October 12, 2007*
    - *No proposals received; ED staff contacted additional firms and extended deadline to January 31, 2008.*
    - *Contract with Walker Parking Consultants approved April 8, 2008*
    - *Draft recommendations for Corona del Mar discussed by Steering Committee, and Mariners' Mile kickoff meeting July 29, 2008*
    - *Review of Zoning Code parking regulations received August 4, 2008*

12. LCP Implementation Plan
    Staff, concurrent with/trailing Zoning Code rewrite

13. City Council Ordinance on development agreements
    Staff, February 27, 2007 – **Complete**
    - *North Newport Center DA adopted December 18, 2007*

14. Traffic signal synchronization
    Consultant and Public Works staff, master plan January 2008
    - *City Council approval of Master Plan March 25, 2008*
    - *City Council approval of Phase 1 construction contract May 27, 2008*

15. PC rewrite/revisions
Property owners for major ones, their schedule
    - *North Newport Center PC adopted December 18, 2007*
    - *Applications submitted by Conexant and Koll; City retained ROMA Design Group to prepare Conceptual Development Plan; draft plan completion September 5*

Staff or consultant for smaller ones, with Zoning rewrite or second phase, TBD

16. Banning Ranch Pre-Annexation and Development Agreement
City Council, staff and property owners, TBD

17. Harbor Area Management Plan
Consultants, staff and Harbor Commission, September 2008

18. Run-off and Pollution Reduction Plan
Coastal/Bay Water Quality Committee and staff, ongoing

19. Database refinements and maintenance
Staff, refinements TBD, maintenance ongoing

20. Fiscal Impact Model training
ADE and staff, March 29, 2007- **Complete**

21. Traffic Phasing Ordinance revision re: NBTAM
Staff, July 24, 2007- **Complete**

22. Measure S Guidelines revision re: variable FAR
Staff, TBD

Lower Priority

- Municipal Code amendments re: property maintenance standards
City Council adoption of 2006 International Property Maintenance Code December 11, 2007

- Building Code amendments re: green buildings
City Council appointed Task Force on Green Development April 22, 2008

- Amend City Council Policies on historic, archaeo and paleo resources
Regulations for Coastal Zone included in draft Zoning Code

- Funding and priority program for construction of noise barriers along arterials

Attachment No. 3

GENERAL PLAN/LOCAL COASTAL PROGRAM
IMPLEMENTATION COMMITTEE

August 13, 2008

TO: MEMBERS OF THE COMMITTEE

FROM: Public Works Department
Stephen Badum, Public Works Director
949-644-3311

SUBJECT: FAIR SHARE FEE UPDATE

BACKGROUND

The City first enacted the Fair Share Fee in 1984 in recognition of the fact that there was inadequate funding to complete the arterial highway system and related components. The necessary improvements included widening existing arterials, constructing new arterials, and implementing additional lanes at key intersections. All funding sources including Gas Tax, Measure M, and funding of frontage improvements by developers were considered in establishing the funding shortfall. The shortfall is divided by projected increases in traffic from the future development resulting in a fee per added daily trip. An update to the Fair Share Fee program was approved in 1994 using the same methodology.

The approval of the updated General Plan in 2006 included an Implementation Program chapter and updating the Fair Share Fee is Implementation Program 7.2. An update was begun during 2007 to reflect changes in the General Plan and it was determined that this methodology did not meet current legal requirements.

The City retained the firm of Revenue & Cost Specialists (RCS) to update the City's existing Fair Share Fees (FSF). The attached report provides documentation of the City's costs which serve as the basis for calculating the circulation system development impact fee known in Newport Beach as the Fair Share Fee. The updated Fees and related information can be found in Chapter 3 and Appendices A, B and C of the Fair Share Fee Nexus Report. The *Master Facilities Plan (Appendix A)* containing the specifics about the projects that support the fee calculation is a separate document.

This memorandum provides an executive summary of the Report, which includes both *nexus* and *proportional analyses*. These analyses are intended to (1) identify the relationship between future land development and its impact on circulations system needs; and (2) recognize and reconcile the difference between the City's desired level of service required of new development, per statements in the various General Plan

elements, with that of the *de-facto* or actual level of service provided to the existing community.

In addition to detailed discussions addressing the legal requirements of a fee program, the approach used in this update to the FSF has another significant change from that used in previous studies. This analysis uses daily trip-miles as the key indicator of development impact rather than just daily trips. The use of trip-miles is considered to be a more appropriate indicator as it reflects the fact that differing types of development generate not only different numbers of trips but also that those trips typically vary in length depending on their purpose. For example, commute trips between home and work are normally much longer than trips between home and the grocery store. The use of trip-miles results in a clearer assessment of the impact of development on the circulation system.

CALCULATION OF FAIR SHARE FEES

In California, State legislation sets certain legal and procedural parameters for the charging of these fees. This legislation was passed as AB1600 by the California Legislature and is now codified as California Government Code Sections 66000 through 66009. This State law went into effect on January 1, 1989.

AB1600 requires documentation of projects to be financed by Fair Share Fees prior to their levy and collection, and that the monies collected actually be committed within five years to a project of "direct benefit" to the development which paid the fees. Many states have such controlling statutes.

Specifically, AB1600 requires the following:

1. Delineation of the **PURPOSE** of the fee.
2. Determination of the **USE** of the fee.
3. Determination of the **RELATIONSHIP** between the use of the fee and the type of development paying the fee.
4. Determination of the relationship between the **NEED** for the facility and the type of development project. **NOTE: Numbers 2 & 4 will be reversed throughout the chapters in the Report because *need* should be identified before *use*.**
5. Determination of the relationship between the **AMOUNT** of the fee and the **COST** of the portion of the facility attributed to the specific development project.

The Report, with some additions, utilizes the basic methodology consistent with the above requirements of AB1600. Briefly, the following steps were undertaken in the calculation of impact fees for the City and are listed below:

1. Define the level of service needed within the General Plan area for each project identified as necessary. In some areas, certain statistical measures are commonly used to measure or define an acceptable level of service for a category of infrastructure. Street intersections, for instance, are commonly rated based on a Level of Service (LOS) scale of "A" to "F.

2. Review the land use map and determine the existing mix of land uses and amount of future additional development. The magnitude of growth and its impacts can thus be determined by considering this land use data when planning needed infrastructure. The inventory can be found summarized in Table 2-1 and detailed in Appendix B of the Report.

3. Identify all additions to the capital facilities or equipment inventory necessary to maintain the identified levels of service in the area. Then, determine the cost of those additions. This information is detailed in Appendix A.

4. Identify a level of responsibility, meaning the relative need (or as referred to in the accompanying schedules as "PERCENT NEED") for the facility or equipment necessary to accommodate "growth" as defined, and as opposed to current needs. It is often based upon the projects' ability to create additional capacity for the service supported by the infrastructure. In this case additional ability to move more traffic or at a faster pace by adding infrastructure that adds capacity for more daily trip-miles.

5. Distribute the costs identified as a result of development growth on a basis of land use. Costs are distributed between each land use based on its relative use of the capital system. For example, future street costs are distributed to each land use based on its trip-mile generation characteristics.

PROPORTIONALITY TEST

A test for proportionality is important, if for no other reason than because it attempts to achieve community inter-generational equity, i.e., fairness in balancing the infrastructure investment made by existing residents and businesses with the investment asked of new residents and businesses that will benefit from the existing infrastructure. In short, previous generations of businesses and residents have contributed to the development of the City's existing infrastructure and this fact should be recognized by future residents and businesses by contributing a like (but no more than) amount towards completing the various infrastructure systems.

It is one thing to identify the many public improvement projects needed through build-out. It is an entirely different thing to assume that all of the identified improvements are required to meet the demands of the new development. Clearly, some projects are *replacements* of the existing infrastructure while others are *capacity increasing* projects. Within the category of the latter, they may also be further classified into two categories;

1. Projects dealing with existing deficiencies, i.e., projects required regardless of whether there is additional development or not. An example would be an intersection widening project to address a currently deficient LOS. An additional example would be the replacement of an existing, but aged facility.

2. Projects required as a result of development. An example of this would be an additional lane at an intersection where traffic flow is currently adequate, but because of projected development, will ultimately need to be required to maintain an acceptable LOS.

CHAPTER ORGANIZATION

Within the Circulation System Chapter there are three cost/fee tables. They are:

The first schedule, 3.1, ***Allocation of Project Cost Estimates*** identifies the project, its costs and the relationship, in a percentage, to development. This schedule identifies the street, signal intersection and bridge projects deemed necessary to accommodate the additional trip-miles generated by the remaining development identified by the city's General Plan. The projects are also necessary to eliminate the reduction in the existing circulation system Level of Service (LOS).

"Marginal Needs-based Impact Fee - This schedule will identify the impact fees that would need to be adopted to meet the basic capital needs identified in the Report (on the first schedule at the end of the Chapter, i.e., 3.2) for that infrastructure.

Existing Commitment or "Equity-based Impact Fee - This schedule will identify the cost (in current nominal dollar value) of the existing infrastructure, including land, physical improvements and capital equipment. This is the average amount that has been "invested" by the current community of residents and businesses. This equity will be expressed in terms of the cost to construct or acquire the assets at current costs.

If the average "equity" (for detached dwellings for example) on this Table is greater then the average cost on the previous "Marginal Needs" Table, then the infrastructure system is "front-ended" or has excess capacity. Earlier residents and businesses of the community have put more of the system into place than will the remaining un-built portions of the community, (as they build). The existing community has advanced money to build capacity into the infrastructure system to meet the needs of residents and businesses not yet there. Adoption of this level of impact fee would allow the City to claim that new development is not being required to pay to eliminate existing deficiencies.

LAND USE ASSUMPTIONS

The undeveloped/underdeveloped land use inventory forms the base for distribution of the estimated costs of impacts from new development. The developed land inventory forms the base for distributing the cost of the existing infrastructure for comparison and for the *de facto* identification of the existing levels of service (LOS) provided by those existing infrastructure.

Land Use Definitions. This Report classifies properties as either one of five residential land uses or several different categories of business development. These land uses are defined below:

Residential Land Uses include: Low Density, Medium Density, Apartments, Mobile Homes and Elderly Residential housing units. These developments will be addressed in terms of dwelling units (DU).

Commercial Lodging includes hotel, motel and business suites. These developments will be considered in terms of rooms.

Business/Commerce Land Uses include: Restaurants, Regional Commercial, General Commercial, General/Medical Office, Industrial and Warehouse uses. These developments will be considered per thousand square feet (TSF).

Specific/Unusual Uses include: Hospital uses (beds), Commercial Recreational (acres), Newport Dunes (acres) Tennis Clubs (courts) and marina (slips).

The Land-use Database is included in Table 2-1, and provides an inventory of all private land uses contained within the current City limits. These figures are based on the General Plan's land use inventory and a staff analysis of privately held parcels. The detailed land-use database can be found in Appendix B at the end of the Report.

SUMMARY OF FINDINGS

City staff has identified just over $364.4 million in needed and desired Circulation System capital improvement projects required through the City's General Plan build-out, including both projects related to existing deficiencies and those needed solely to support future growth. Based on these costs and the schedules found at the end of each of the remaining chapters of this Report, the portion of the total costs attributable to future development ($179,287,445) were derived on a per unit basis for residential land uses and on a per square foot of pad basis for business land uses. The fees are summarized in Table 2-3, following:

Summary of Recommended Circulation System Fair Share Fees

Land Use	Recommended Fair Share Fees
Low Density Residential	$12,580/Unit
Medium Density Residential	$9,470/Unit
Apartments	$9,006/Unit
Mobile Homes	$6,826/Unit
Elderly Residential	$8,217/Unit
Commercial Lodging	$8,347/Unit
Restaurants	$40.001/S.F.
Regional Commercial	$20.287/S.F.
General Commercial	$19.521/S.F.
General/Medical Office	$19.404/S.F.
Industrial Uses	$10.120/S.F.
Warehouse Uses	$8.357/S.F.
Hospital Uses	$15,412/Bed
Commercial Recreational	$23,218/Acre
No Other Category	$3,714/Unit

The adoption of the recommended *maximum* impact fees supported by the calculations in this Report (Schedule 2.1) would raise some $179.3 million (49.19%). Existing fund balances of $595,000 will finance 0.16% of the needs. However, if this Fair Share Fee schedule is adopted, an additional $184.6 million in other revenue/capital sources would need to be found, many of which have been identified on the individual *Master Facilities Plan* project detail pages. A combination of Gas Tax, Measure M and Proposition 42 revenues will be used to address this shortfall. However, a number of other projects will remain under funded.

Schedule 2.1, identifies the individual and total Fair Share Fee schedule by land-use and provides a calculation of the potential collection through build-out at the proposed *Marginal-needs* Based Fair Share Fee rates and the cost of the total infrastructure needs, and is the recommended Fair Share Fee schedule for adoption.

FORMAT OF THE REPORT

The following format of this Report contains the detailed information relative to the calculation of the Circulation System FSF schedule recommended by RCS for the entire City. Appropriate textual explanation is contained within that chapter, with appropriate cost schedules, listed below and three appendices.

CHAPTER 3 - Circulation (Major Streets and Bridges) System
APPENDIX A - Circulation System Master Facilities Plan
APPENDIX B - Detailed Land-use Database
APPENDIX C - Detail of Trip-miles by Land-use

ISSUES RAISED AND CONSIDERED

During discussions of the update to the Fair Share Fee, interested parties identified issues and questions regarding how the fees were going to be calculated. These have been reviewed and discussed and are described below.

A. Banning Ranch roadways – considerable discussion has occurred due to the uncertainty of future development in this area and the amount of roadway construction needed. The General Plan has a preferred use of the area as Open Space while the owners of the property have presented the City a conceptual development program. The Circulation Element of the General Plan includes several arterial roadways crossing the property and is generally consistent with Orange County Transportation Authority's Master Plan of Arterial Highways (MPAH).

A limited circulation system in the Banning Ranch area is included in the Report as detailed on Schedule 3.1. The roadways included are based upon the need for some regional roadway connections regardless of the future use of the property. Failure to provide these connections results in the need for additional improvements along Coast Highway between the Santa Ana River and Newport Boulevard.

Considering that there may be some level of development on the property as well as other properties nearby, assumptions have been made regarding the percentage of use that would be regional in nature and the costs reflect those percentages. For example the extension of 15th Street from its current terminus to Bluff Road is listed on Schedule 3.1 but none of the cost is included in the FSF. Another example is the extension of 19th Street across the Santa Ana River which is included with one-quarter of the cost included in the FSF.

Adjustments to the Fair Share Fee can be made, if necessary, at such time as decisions have been made by the City Council about the level of development and the selected roadway network.

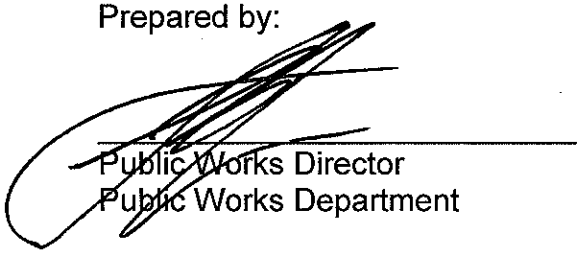
B. Regional need – This analysis considers what percentage of the needed improvement costs should be borne by development as well as the share to be funded by other programs available to the City such as Measure M, Gas Tax, etc. As noted on Schedule 3.1, the FSF is anticipated to cover just over 49% of the total cost with the remainder coming from other sources.

C. Pedestrian improvements – The level of pedestrian improvements has been scaled back to less than half of that initially proposed to be included in the FSF program. Additionally only 50% of those improvements are included in the FSF in recognition of the benefit of such improvements to the existing community. Vehicular traffic flow will improve where pedestrian crossings can be removed by way of an overcrossing or controlled by an enhanced crossing that can be coordinated with adjacent traffic signals.

D. Right of Way valuation – The estimates used include the acquisition of right of way where required to construct the needed improvements. A value of $100 per square foot was used. Discussions with a qualified appraiser have validated this as a reasonable value. In many cases only a small area of land is needed, but the impact on the remainder property can be significant and the property owner must be compensated for this impact. This results in the price per square foot being much greater than the value of just the land.

E. Contingency costs - The construction estimates include contingency costs for unforeseen work along with costs for design and construction engineering expressed as a percentage of the expected construction costs. These percentages have been analyzed and are felt to be realistic for the overall level of information available at this time.

Prepared by:



Public Works Director
Public Works Department

Attachments: 1. Circulation System Master Facilities Plan and Fair Share Fee Calculation and Nexus Report

2. Master Plan of Streets and Highways

3. Improvement Plans and Estimates (Committee only)

Circulation System Master Facilities Plan and Fair Share Fee Calculation and Nexus Report for the City of Newport Beach, California June, 2008

Revenue & Cost Specialists, L.L.C.
1519 East Chapman Avenue, Suite C
Fullerton, CA 92831
(714) 992-9020

June 3, 2008

Mr. Homer Bludau
City Manager
City of Newport Beach
3300 Newport Boulevard
Newport Beach, CA 92663

RE: ***Circulation System Development Impact Fee (DIF) Calculation and Nexus Study***

Honorable Mayor, Council and City Manager Bludau:

The City continues to receive private development proposals for the few remaining vacant parcels and developers wishing to up-size the densities of existing parcels. The City has always absorbed the increased demands for service created by that development and will continue to do so, within the General Plan guidelines. Revenue and Cost Specialists, L.L.C., was contracted to update the existing Circulation System Development Impact Fees, (referred to as Fair Share Fees in Newport Beach) in order to preserve the existing ***Levels of Service (LOS)*** currently offered to and enjoyed by (after having have been paid for by) the existing residents and businesses. The construction of these additional projects is necessary to offset the otherwise eventual diminution of the existing ***Levels of Service*** due to the addition of new residential and business development. This Study calculates the cost of accommodating increased development, by land-use, associated with the construction of those development-related projects.

The attached calculation and nexus study identifies some $364,441,383 in circulation system capital acquisitions (streets, signals and bridges) required through build-out within the City's boundaries. Approximately 49.4% or $179,287,445 of that total is required to accommodate additional (or increased) lane-mile demand from new development within the City's limits per the land-use database. Approximately $595,000 or 0.2% of the total would be financed with existing Circulation System Fair Share Fee Fund balance. The remaining 50.4% or $183,960,253, of the total is required to continue to better serve existing development by maintaining or rehabilitating existing facilities and will be financed by other means.

The City Council and City staff, responsible for providing services to a continually expanding residential and business community, must recognize that the magnitude of the Fair Share Fees is **a direct function** of the $179,287,445 cost of the Circulation (streets, signals and bridges) System capital projects required to accommodate new development within the City's limits as identified as *capacity increasing*.

Adoption of the maximum Fair Share Fee schedule contained herein and imposition upon the remaining development opportunities in the Newport Beach community, could generate approximately $179.3 million in a combination of public improvement dedications and revenues for use on the many capital expansion projects deemed as development-generated. The identification of the $179.3 million in capital infrastructure needs generated by new development is not taken lightly, but must be examined in relation to the cost of the City's existing inventory of circulation (street, signal and bridge) system that a new development project will share in and benefit from, upon approval, construction and finally, occupancy.

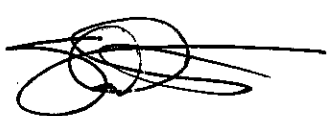
To offer such a perspective, a major element in this Study is a *proportional analysis*, or comparison of what is being asked of future residents and businesses, in the form of dedicated public improvements or an in-lieu (impact fee) payment, with the cost of the City's existing local circulation system infrastructure, contributed by the existing population and business community. The dedications, taxes and assessments contributed to date by the existing community over numerous decades of development have generated (or committed to) just under $1.0 billion (at current replacement costs) in the form of Circulation (streets, signals and bridges) System infrastructure improvements from within the City limits.

It is not intended for calculated development impact fees to address all of the City's capital utilities needs, especially replacement of aging generation major streets, signals and bridges. As per California Government Code 66000 et. seq. and common fairness, development impact fees cannot address existing capital deficiencies. The development impact fees will be utilized to meet the needs of the City's growing population and business community.

Much of the information required to develop the City's capital costs and existing equity data was generated by Richard M. Edmonston, consultant to the Transportation and Development Department, without whose help and assistance this Study would have been impossible to complete to the degree of accuracy and completeness that it has. We would also like to thank the City's planning staff for their assistance in providing the land-use database included in this Study.

The *Circulation (streets, signals and bridges) System Fair Share Fee and Nexus Study* is now submitted for your consideration. RCS staff is prepared to assist in increasing the understanding of this very significant part of the City's utility revenue structure.

Sincerely,



Scott Thorpe,
Senior Vice President

CITY OF NEWPORT BEACH
CIRCULATION (streets, signals and bridges) SYSTEM

FAIR SHARE FEE
CALCULATION/NEXUS STUDY

TABLE OF CONTENTS

	Page No.
Chapter 1 - Background and Introduction	1
Chapter 2 - Demographics and Findings	15
Proposed Fair Share Fee Schedule	*20*
Chapter 3 - Circulation (streets, signals and bridges) System	21
Appendix A - Master Facilities Plan	37
Appendix B - Expanded Land-use Database	63
Appendix C - Calculation of Trip-miles, by Land-use	65

Chapter 1

Background and Introduction

The City of Newport Beach has retained Revenue & Cost Specialists[1] to update the City's existing Circulation System development impact fees. Continued periodic review and adjustment of the Circulation System development impact fees, such as this effort, is appropriate and warranted to insure that the City collects sufficient monies to construct the additional circulation system infrastructure needed to accommodate new residents and businesses developing in the City. The City has traditionally referred to its Circulation System Development Impact Fees as the Circulation System *Fair Share Fees* or as occasionally referred to in this Report as the *FSF*.

This Circulation System FSF Calculation Report differs from previous efforts by the City in that it includes a greater amount of detail such as a list of all projects to be financed by the City's Fair Share Fees.[2] This *Circulation System Fair Share Fee Calculation and Nexus Report* and the *Master Facilities Plan* offer greater information for the Council to make policy decisions, greater understanding by the development community, and an easier tracking (and updating) system for the staff. One additional component of this Report is that it includes a ***proportional analysis*** of the infrastructure needs required to support continued development of the City as compared to the existing infrastructure. The addition of the proportional analysis will assist the City Council in adopting a fee structure that recognizes inter-generational equity and increases the lay-person's understanding of what is *fair*.

This Report provides documentation of the City's costs which serve as the basis for calculating Fair Share Fees (FSF). The updated Circulation System Fair Share Fees and related information can be found in Chapter 3 and Appendices A, B and C of this Report. The *Master Facilities Plan (Appendix A)* containing the specifics about the projects that support the fee calculation is a separate document.

RCS has met with City staff from the Public Works - Engineering to review the supporting data which forms the calculation of FSF. The results of this review can be found on the schedules located at the end of each Chapter.

Inclusion of the "Proportional Analysis." As stated earlier, this Report includes a *proportional analysis*. This analysis is intended to recognize and reconcile the difference between the City's desired level of service required of new development, per statements in the various General Plan elements, with that of the *de-facto* or actual level of service provided to the existing community.

This addition will assist the Council in making the difficult policy decisions regarding the required additions of new development.

Fair Share Fee Structure. The General Plan provides a range of potential densities for residential development, as such, the FSF for residential uses need to be calculated on a per dwelling unit basis to reflect more accurately the impacts from a specific development. For example, a property zoned as detached dwelling residential development may contain from three to six units per acre. If fees are calculated on an acreage basis, the developer proposing three units per acre will pay the same amount as a developer constructing six units per acre. Similarly, fees are calculated on a square footage basis for commercial and industrial properties to reflect the impacts of different building intensities for this type of development.

A second reason for the proposed FSF structure recommended in this Report involves the issue of building expansion or intensification of commercial and industrial areas. For example, if a property owner of commercial or industrial property proposes an expansion to his building, the question exists about how to charge this proposed expansion for its impact on the City's streets, storm drainage system, and other infrastructures. A fee calculated on a building square footage basis will simplify this calculation.

CALCULATION OF FAIR SHARE FEES

In California, State legislation sets certain legal and procedural parameters for the charging of these fees. This legislation was passed as AB1600 by the California Legislature and is now codified as California Government Code Sections 66000 through 66009. This State law went into effect on January 1, 1989.

AB1600 requires documentation of projects to be financed by Fair Share Fees prior to their levy and collection, and that the monies collected actually be committed within five years to a project of "direct benefit" to the development which paid the fees. Many states have such controlling statutes.

Specifically, AB1600 requires the following:

1. Delineation of the **PURPOSE** of the fee.

2. Determination of the **USE** of the fee.

3. Determination of the **RELATIONSHIP** between the use of the fee and the type of development paying the fee.

4. Determination of the relationship between the **NEED** for the facility and the type of development project. **NOTE: Numbers 2 & 4 will be reversed throughout the chapters in this Report because it is apparent that *need* should be identified before *use*.**

5. Determination of the relationship between the **AMOUNT** of the fee and the **COST** of the portion of the facility attributed to the specific development project.

This Report, with some additions, utilizes the basic methodology consistent with the above requirements of AB1600. Briefly, the following steps were undertaken in the calculation of impact fees for the City and are listed below:

1. Define the level of service needed within the General Plan area for each project or acquisition identified as necessary. In some areas, certain statistical measures are commonly used to measure or define an acceptable level of service for a category of infrastructure. Street intersections, for instance, are commonly rated based on a Level of Service scale of "A" to "F" developed by transportation engineers.

2. Review the land use map and determine the existing mix of land uses and amount of undeveloped and developed land. The magnitude of growth and its impacts can thus be determined by considering this land use data when planning needed infrastructure. The inventory can be found summarized in Table 2-1 and detailed in Appendix B.

3. Identify all additions to the capital facilities or equipment inventory necessary to maintain the identified levels of service in the area. Then, determine the cost of those additions. This information is detailed in Appendix A.

4. Identify a level of responsibility, identifying, as termed in this Report, the relative need (or as referred to in the accompanying schedules as "PERCENT NEED") for the facility or equipment necessary to accommodate "growth" as defined, and as opposed to current needs. It is often based upon the projects ability to create additional capacity for the service supported by the infrastructure. In this case additional ability to move more traffic or at a faster pace by adding infrastructure that adds capacity for more daily trip-miles.

5. Distribute the costs identified as a result of development growth on a basis of land use. Costs are distributed between each land use based on their

relative use of the capital system. For example, future street costs are distributed to each land use based on their trip-mile generation characteristics.

OTHER ASSUMPTIONS OF THE REPORT

In addition to the land use assumptions contained in the next Chapter of this Report, other important assumptions of this study include the following:

"Normal" Subdivision Improvements Omitted. Not included in either of the project lists or consequent calculations are the "local" public improvements generally associated with and identified as being the sole responsibility of the developer through the subdivision or development review process. This type of "on site" improvement would include all capital construction within the boundaries of any development, such as street lights, curb, gutter, sidewalks and neighborhood streets and fully adjacent arterial roadways[3]. These improvements would continue to be the direct responsibility of the developer, with or without the addition of Fair Share Fees.

Land Costs. Land acquisition cost estimates were developed after discussions with City officials. Arguments for higher or lower costs can be made; however, the herein contained per acre amounts appear to be the appropriate current figure for the purposes of this study. Specific costs have been added for differing projects. Land costs for past dedicated rights-of-way have been included at a nominal $15.00 per square foot. Right-of-way costs for future projects have been included at $100.00 per square foot[4].

"Zone-based" Fees for FSF. In some categories of infrastructure, primarily hard infrastructure, the FSF may need to recognize subregion or smaller portions of the City with extraordinary service costs or infrastructure needs. Subregions are generally the result of some geographical feature such as a river or hilly terrain that creates a differing need for infrastructure in the subregion. As an example, a reservoir that must be built at substantial costs to allow a small area of the City, above the current level of other reservoirs, to be developed, while there is no benefit to any other area of the City would be a prime example. A specific overlay or surcharge fee may be necessary in order to eliminate the possibility of others who will not receive any benefit from the reservoir from being required to assume responsibility for payment of that reservoir. However, given the size of the City, no zone have been identified.

Exclusion of Tax "Credits" for Undeveloped Land. It has been argued by some that a credit for capital-related revenues, such as gas taxes, should be made against the Fair Share Fees calculated or imposed by a city. Using the state gas tax as an example, proponents of a FSF credit argue that a city will receive increased annual gas taxes because of the additional population generated by future residential development. It is therefore argued that a developer should receive a credit for

any associated gas tax revenues collected as a result of the residents or businesses that occupy the new dwellings against any Circulation System Fair Share Fee imposed by the City based on either of two separate arguments.

The first argument for a gas tax credit supposes that the additional gas taxes created by residential development are used to pay for the maintenance of existing streets, which is the responsibility of existing development. Since the new streets constructed via development impact fees will not require rehabilitation or reconstruction for another 10 to 20 years, the gas tax generated by new development is therefore a windfall to the City and should be credited against the FSF. What this argument fails to consider is that any new resident or business to the City will begin to contribute immediately to the use and deterioration of all City streets. A cursory review of City finances will reveal that the portion of the State gas tax received by cities falls far short of meeting the City's needed street improvements and repairs in any given year. The gas taxes "generated" by new development simply cannot meet the maintenance costs of either the new streets associated with the development or the existing streets which the new resident uses on a daily basis.

The second argument proposes that the developer pays his "full share" of constructing new roads when he pays the City's Circulation System FSF and that the gas taxes generated by his development are unfairly used to make improvements to the existing street system. It is the experience of most municipal agencies that gas taxes are barely adequate to meet streets-related operational costs, and if they are sufficient to meet these costs, the remainder is used for capital-related maintenance projects. Certainly, gas taxes fall far short of addressing the annual depreciation, at roughly $20 million per year, based upon a roughly $1.0 billion replacement value and a fifty year useful lifetime. As a result, the amount of gas tax revenues used for expansion of the existing street system is usually, and specifically in Newport Beach's case, a very nominal amount of the total. For these reasons, a credit is not considered for Circulation FSF in this Report.

Financing Costs. Since financing costs reflect an actual, and generally significant, outlay of funds for an agency, they are included in the project costs where debt financing is required due to the immediacy of the need for the facility or infrastructure to show the full costs of such facility or infrastructure and insure that new development also pays its "fair share" of these costs. Debt service is a reasonable cost of construction of many, but not necessarily all, public facilities and infrastructure. FSF are collected in incremental amounts, but facilities are not expanded in those same incremental amounts.

However, financing would only be included for facilities where, based upon staff's estimate, the immediacy of need for the facility requires debt financing and no project requiring debt service was identified nor included in the Master Facilities Plan. Should such occur, the Fair Share Fees should be recalculated to recognize annual debt payments.

REQUIRED PROPORTIONALITY TEST

A test for proportionality is important, if for no other reason than because it attempts to achieve community inter-generational equity, i.e., fairness in balancing the infrastructure investment made by existing residents and businesses with the investment asked of new residents and businesses that will benefit from the existing infrastructure. In short, previous generations of businesses and residents have contributed to the development of the City's existing infrastructure and this fact should be recognized by future residents and businesses by contributing a like (but no more than) amount towards completing the various infrastructure systems.

It is one thing to identify the many public improvement projects needed through build-out. It is an entirely different thing to assume that all of the identified improvements are required to meet the demands of the new development. Clearly, some projects are *replacements* of the existing infrastructure while others are *capacity increasing* projects. Within the category of the latter, they may also be further classified into two categories;

1. Projects dealing with existing deficiencies, i.e., projects required regardless of whether there is additional development or not. An example[5] would be a traffic intersection currently controlled by stop signs that meets traffic warrants for a traffic signal, but is unfunded. An additional example would be the replacement of an existing, but aged facility.

2. Projects that are required as a result of development. An example of this would be an intersection where traffic flow is currently controlled quite adequately by stop signs, but because of development in the near and "downstream" areas, will ultimately need to be signalized.

All development impact fee calculations claim to be fair, but few offer actual evidence of such fairness. Most FSF calculations will simply identify the desired or needed capital projects, ostensibly required *as a result of the new development*. The issue can be difficult and complex. Therefore, what <u>is</u> fair and equitable? Is it fair to require future residents and businesses in a city to construct, via payment of Fair Share Fees, a new police station when the current station is merely rented or leased space? On the other hand, if a community already has all of the parks they will need at build-out, are they precluded from imposing an impact fee to recoup some of the expenses incurred in constructing the maximum needed park improvements prior to the maximum demand? These are difficult questions that may be made clearer and easier by reviewing the following examples.

<u>Comparison of Needed Infrastructure with Existing Infrastructure.</u> The answer to these difficult questions may best be answered by comparing various infrastructure scenarios. This can be

accomplished by looking closely at our friends in the planned community of Happy Valley[6] for a few scenarios to explain the three possible conditions that can occur regarding the agency's current infrastructure and the demand upon them. For purposes of this example, this report will use the provision of fire suppression services, a service that most of us as nonprofessional firefighters can somewhat understand, to identify some of the issues.

These three "conditions" include, the fire suppression system infrastructure construction:

1. is ***On-target,***
2. has been ***Deficient***, or;
3. has created ***Excess Service Capacity***.

Adoption of a Standard - According to the Happy Valley General Plan Public Safety Element fire station planning standards, a basic two-bay fire station (estimated for purposes of this example to cost about $3,000,000) will meet the needs of 5,000 homes or 10,000,000 square feet of business pad. If these standards were adopted as Happy Valley's public safety element of the City's General Plan, they would be known as the *de jure* or stated (or desired) standard (i.e., the standard the community would **like** to meet). The inductive impact fees (or cost per proportional unit served) for this *de jure* standard would then be:

Table 1-1
Calculation of Development Impact Cost

Land Use	Station Cost	Units Served	Impact Fee
Residential Units	$3,000,000	5,000	$600.00 per home
Business S.F.	$3,000,000	10,000,000	$0.30 per S.F.

Service Base - Happy Valley's General Plan indicates that there will be 10,000 residential units and about 20,000,000 square feet of commercial/industrial space creating a need for four stations at build-out. The calculation identifying the number of required stations is as follows:

Table 1-2
Determination of Required Number of Stations

	Number of Units	Units served by One Station	Stations Required
Residential Units	10,000	5,000	2 Stations
Business S.F.	20,000,000	10,000,000	2 Stations
Required Stations at General Plan Build-out			4 Stations

Infrastructure is "On-target" - The need for four stations appears simple and the Happy Valley Council need only impose the impact fees identified in Table 1-1. Currently, Happy Valley has 6,250 residential units and 7,500,000 square feet of commercial/industrial building pad and is half "built-out" (in terms of fire calls-for-service). The existing development in Happy Valley is generating half of its ultimate (General Plan build-out) fire calls-for-service. This is demonstrated in Table 1-3 following:

Table 1-3
Development of Current Infrastructure is "On-Target"

	Number of Units	Units served by One Station	Stations Required
Residential Units	6,250	5,000	1.25 Stations
Business S.F.	7,500,000	10,000,000	0.75 Stations
Total Number of Fire Stations Currently Required			2.00 Stations

Conversely, Happy Valley has the remaining half of its fire demand (in terms of calls-for-service) yet to come. Left to build are 3,750 detached dwelling units and 12,500,000 square feet of business floor space, and when constructed would generate the following capital needs identified on the following Table 1-4:

Table 1-4
Remaining Development and Station Requirement

	Number of Units	Units served by One Station	Stations Required
Residential Units	3,750	5,000	0.75 Stations
Business S.F.	12,500,000	10,000,000	1.25 Stations
# of New Stations Required from Parcels to be Developed			2.00 Stations

If the earlier calculated impact fees ($600 per residence and $0.30 per square foot of business pad) were adopted and imposed, Happy Valley would collect (by General Plan build-out) enough capital revenues to construct the remaining two stations and proportionality between existing and future residents and businesses would be evident. Table 1-5, following, demonstrates this:

Table 1-5
Remaining Development Impact Fee Collection

	Number of Units	Impact Fee	Amount Collected
Residential Units	3,750	$600.00	$2,250,000
Business S.F.	12,500,000	$0.30	$3,750,000
Amount Collected in Fair Share Fees			$6,000,000
Cost of a One New Fire Station			$3,000,000
Stations to be Built with Fair Share Fees			2.00

And everyone in the community of Happy Valley is adequately served by the four stations having been financed generally fairly by the total community.

Infrastructure is in Deficient Condition - Consider, however, the implications if the current Happy Valley residents and businesses had shown the earlier limited commitment to contribute only enough financing to construct one station when, based upon their own adopted standards and

level of development, they should have two stations? Clearly three more stations would be needed on the path to General Plan "build-out." Initially, we can easily dismiss as completely inequitable the possibility of requiring the remaining future home and business owners to finance all three remaining stations. But would it be fair and equitable to charge new residents the $600 per home and new businesses the $0.30 per business square foot in order to build the remaining two stations required to meet the planning standards?

The simple and direct answer is no. The Happy Valley community has not (with only one station constructed at half build-out) demonstrated their full and complete commitment to meeting the General Plan Public Safety Element standards, and as a result would not have a strong case to assert that others who build after them need to contribute towards the construction of multiple (two) fire stations at a higher service rate by including the "missing" second station.

The service provided by the single existing station is the community's *de facto* (or "in fact") standard service level. With one station, the contributed equity to build the single station would be half of the impact fee proposed in Table 1-1, or $300/residential unit and $0.15/square foot of business space, respectively as identified in Table 1-6, following.

Table 1-6
Impact Fee at Deficient Condition

	Number of Units	Existing Contribution	Amount Collected
Residential Units	3,750	$300.00	$1,125,000
Business S.F.	12,500,000	$0.15	$1,875,000
Amount Contributed by Existing Community			$3,000,000
Cost of One New Fire Station			$3,000,000
Station(s) built with Community's Contribution			1.00

If Happy Valley has only built one station at half General Plan build-out, we would be forced to conclude that the City is currently *deficient* by one station. If the future residents were asked to pay at a rate that would build two stations (the $600/$0.30 rates) the City would have three stations at General Plan build-out, one financed and built by the first half of the community, and *two* financed and built by the second half of the community. The first half of the community

would, in effect "inherit" one half of a station at no cost to themselves. In short, Happy Valley would fail the proportionality test. The inequity would then be exacerbated when the community decides to build the final "missing" last station (of four) from a City-wide assessment or from annual General Fund receipts, paid for by the entire community, including those who just paid for the two new stations via the adopted fire suppression development impact fees.

The only truly and completely equitable option is for the City to adopt impact fees at the $300/residence and $0.15/square foot rates. Adoption of this fee would be referred to as the ***Community Financial Commitment or Equity-based Impact Fees***. Admittedly, the City will go further into a deficit position in terms of the number of required stations, from being deficient by one station at half General Plan build-out to a deficiency of two stations at General Plan build-out, *but the ratio of deficiency (or overall proportionality) would remain a constant 50% of the stations needed at either time*. The community, if they are truly serious about meeting the General Plan recommended fire station standard, would then need to assess the entire community to raise the needed money in some fashion for financing the remaining two stations either in the form of an assessment or dedication of general receipts of the City.

Infrastructure - "Excess Capacity" - One final but important scenario remains and must be considered. In this scenario the existing residents of Happy Valley were the industrious sort and (at half General Plan build-out) had constructed three stations when they were at the point when they only needed two stations. Clearly there is excess capacity in each of the three existing stations. In this case, the Happy Valley's current *de facto* standard would be well above the *de jure* or target standard. Statistically, each of the three stations would have 1/3 excess capacity (for providing services) and should be busy only about two-thirds of the time. Should the impact fee be limited only to the marginal $300 per residence and $0.15 per business square foot required to construct the one remaining required station? If so, the future residents receive a gift of the extra (third) station. There will be tough decisions ahead to be made by the Happy Valley City Council.

Marginal or Recoupment Fee? The Happy Valley City Council should adopt, *at a minimum*, the $300/residence and $0.15/square foot business space rates to insure that the fourth station would be built. This would be referred to as the ***marginal needs-based*** fee. This would be a benevolent gesture, giving the new residents a free ride on the cost of the (already built and paid for) third station.

Or in the alternative, the Council can recognize that the $3,000,000 used to build the third station was a loan from the existing community's General Fund receipts, and needs to be repaid by the future community receiving an instantaneous level of fire protection the day they receive their occupancy permit[7], through the imposition and collection of impact fees.[8] In this case, the $600/residence and $0.30/square foot of business space impact fees should be adopted, imposed and collected. The impact fee would accumulate $6,000,000 through build-out, with $3,000,000

required to repay the General Fund in delayed revenue (for Station #3) and $3,000,000 necessary to construct the fourth station. This would be referred to as the ***recoupment-based*** at General Plan build-out fee. And more importantly, at General Plan built-out, long term equity would be achieved as each home and business would have contributed the same $600 per residence and $0.30 per square foot.

Exceptions to Proportionality Test. The previous discussion applies particularly well to above ground or facility-based services such as public-use facilities, pools, police and fire stations, civic centers, maintenance yards or other fixed location and fixed capacity facilities that serve the entire population. However, it does not necessarily work well on ground level or below *system* infrastructure such as streets, utilities, and storm drainage, where the continuation of a deficient system into the future is not at all possible and the lack of additions would ensure the complete inability to approve any further private construction without creating unsafe conditions to a specific area. As an example, if the agency's storm drainage system is currently deficient and creates some periodic flooding but not necessarily in dangerous amounts, the agency may not be able to approve and allow any more future development unless the storm drainage run-off created by the new development, is properly collected and released at a river or flood control channel.

Specific Plan or Benefit to a Specific Area. An additional exception occurs when the need or benefit from a specific facility is generated by a finite or easily defined area such as a specific plan or a new area of the agency that is significantly outside of the existing agency's urban in-fill service area or the specific plan is primarily the sole beneficiary of the infrastructure to be constructed. An example may be a small area of the City, proposed for say 2,000 homes, but separate from the rest of the City in such a way that, to meet the General Plan's stated fire suppression standard level of service of a five minute response time, it requires a separate fire station but serving less than any of the other stations, which on average serve 5,000 homes. There is little argument as to why the remaining residents and businesses should not need to finance that higher cost per home served. This is not uncommon in an area geographically separated from the major, or urban, part of the community. An example would be a small area separated by a river or up on a hillside or in a canyon.

Density may also be a factor. Fire infrastructure system improvements to date may be spread over a more compact density (say 6-7 homes per acre) than the remaining development in town (say 2-3 homes per acre). Most likely, the expansion of any infrastructure, circulation systems included, will cost more per home for the lower densities and will be far higher than the infrastructure costs required to serve the more compact but higher density homes.

Such equity is the attempt of this Report. Excess capacity is often difficult to identify and even more difficult to convince others of. The City is probably much like Happy Valley, with excess or overcapacity in some areas of infrastructure, and perhaps slightly deficient[9] in others.

CHAPTER ORGANIZATION

Within the Circulation System Chapter there will be a minimum of three cost/fee tables. They are:

The first schedule, 3.1. the ***Allocation of Project Cost Estimates*** identifies the project, its costs and the relationship, in a percentage, to development.

"Marginal Needs"-based Impact Fee - This schedule will identify the impact fees that would need to be adopted to meet the basic capital needs identified in the Report (on the first schedule at the end of the Chapter, i.e., 3.2) for that infrastructure.

With adoption of this level of impact fees, one could claim that *new development is occurring without any additional cost to the existing residents and businesses.* You could not, however, claim that *new development is paying its "fair share."*

Existing Commitment or "Equity"-based Impact Fee - This schedule will identify the cost (in current nominal dollar value) of the existing infrastructure, including land, physical improvements and capital equipment. This is the average amount that has been"invested"by the current community of residents and businesses. This equity will be expressed in terms of the cost to construct or acquire the assets at current costs.

If the average "equity" (for detached dwellings for example) on this Table is greater then the average cost on the previous "Marginal Needs" Table, then the infrastructure system is "front-ended" or has excess capacity. Earlier residents and businesses of the community have put more of the system into place than will the remaining unbuilt portions of the community, (as they build). The existing community has advanced money to build capacity into the infrastructure system to meet the needs of residents and businesses not yet there! The scenario where Happy Valley had already built three fire stations while it only had the current demands for two stations is an good example of a *front-ended* system.

Adoption of this level of impact fee would allow the City to claim that *new development is not being required to pay to eliminate existing deficiencies.*

[This space left to place the Chapter endnotes on a single page].

CHAPTER ENDNOTES

1. The firm had been previously known as *Management Services Institute*, but the same partners reorganized as *Revenue & Cost Specialists, L.L.C.*.

2. For greater detail of each project, refer to the City's *Master Facilities Plan (Appendix A)*.

3. Public agencies are authorized to require such improvements under the Subdivision map Act.

4. This land-acquisition value has been determined by the City's circulation system consultant that prepared the cost estimates and then confirmed by a local commercial real estate appraiser.

5. Examples using other infrastructure will be used from time to time in this report, though pages 6 through 12 are limited to Fire Suppression Facilities, Vehicles and Equipment.

6. "Happy Valley" has been used as an imaginary community for purposes of DIF example for about fourteen years. Clearly no insult is intended to any real or imagined community of Happy Valley. It is also a Happy Valley because there is no inflation and the value of a dollar remains nominal.

7. Actually, the permitted structure receives fire protection services as it is being constructed.

8. This example assumes that each of the existing three stations is debt-free and owned out-right.

9. Not necessarily in a manner that indicates a danger, just below the standard being asked of the future residents.

Chapter 2

Demographics and Findings

This Chapter provides an inventory of existing development and remaining development opportunities within the City and presents a summary of recommended Fair Share Fees detailed in the following chapter of this Report. The City still possesses a few sizeable areas of vacant land zoned for residential, commercial lodging, business and special uses. The City also anticipates redevelopment will occur in some of the currently developed area. In some cases this redevelopment, or up-sizing is expected to be more traffic intensive than the use it replaces which will add to the demand for increased roadway (trip-mile) capacity.

LAND USE ASSUMPTIONS

The undeveloped/underdeveloped land use inventory forms the base for distribution of the estimated costs of impacts from new development. The developed land inventory forms the base for distributing the cost of the existing infrastructure for comparison and for the *de facto* identification of the existing levels of service (LOS) provided by those existing infrastructure.

Land Use Definitions. This Report classifies properties as either one of five residential land uses or several different categories of business development. These land uses are defined below: [1]

- ***Residential Land Uses*** include: Low Density, Medium Density, Apartments, Mobile Homes and Elderly Residential housing units. These developments will be costed in terms of complete residential units.

- ***Commercial Lodging*** includes hotel, motel and business suites. These developments will also be calculated in terms of units.

- ***Business/Commerce Land Uses*** include: Restaurants, Regional Commercial, General Commercial, General/Medical Office, Industrial and Warehouse uses. These developments will be costed in terms of square feet.

- ***Specific/Unusual Uses*** include: Hospital uses (beds), Commercial Recreational (acres), Newport Dunes (acres) Tennis Clubs (courts) and marina's (slips).

Table 2-1, following, provides an inventory of all private land uses contained within the current City limits. These figures are based on the General Plan's land use inventory and a staff analysis of privately held parcels.[2] The detailed land-use database can be found in Appendix B at the end of the Report.

Table 2-1
Detailed Land Use Inventory

Total – Entire City	Existing Development # of Units	Anticipated Development # of Units	Total G.P. Development # of Units
Low Density Residential	18,702	1,321	20,023
Medium Density Residential	10,974	4,696	15,670
Apartments	9,703	5,374	15,077
Mobile Homes	600	(145)	455
Elderly Residential	200	120	320
Commercial Lodging	3,365	2,221	5,586
Restaurants	115,090	57,760	172,850
Regional Commercial	1,331,000	288,525	1,619,525
General Commercial	4,098,787	1,600,397	5,699,184
General/Medical Office	13,129,386	385,720	13,515,106
Industrial Uses	1,291,079	(143,630)	1,147,449
Warehouse Uses	196,420	1,000	197,420
Hospital Uses (beds)	1,692	377	2,069
Comm. Recreational (acres)	69	0	69
No Other Category (units)	1,115	2	1,117

Definitions of Land Use Status. For each of the major land use categories detailed above, land is categorized as either *Developed* or *Undeveloped*. Definitions regarding the status of each land use are as follows:

Existing Development (# of Units) - Includes land in the City which is fully developed and is in conformance with the zoning designation for that area, or land which has received a building permit but which is not yet constructed. Units in this category may also include non-conforming use areas of the City which contain extensive development prior to annexation or before changes to the General Plan were made.

Anticipated Development (# of Units) - Refers to all non-public vacant acreage located within the City. This category also includes any largely vacant properties anticipated to be redeveloped in the future.

SUMMARY OF FINDINGS

City staff has identified just over $364.4 million in needed and desired Circulation System capital improvement projects required through the City's General Plan build-out, including both projects related to existing deficiencies and those needed solely to support future growth. Based on these costs and the schedules found at the end of each of the remaining chapters of this Report, the portion of the total costs attributable to future development ($179,287,445) were derived on a per unit basis for residential land uses and on a per square foot of pad basis for business land uses. The fees are summarized in Table 2-3, following:

Table 2-3
Summary of Recommended Circulation System
Fair Share Fees

Land Use	Recommended Fair Share Fees
Low Density Residential	$12,580/Unit
Medium Density Residential	$9,470/Unit
Apartments	$9,006/Unit
Mobile Homes	$6,826/Unit
Elderly Residential	$8,217/Unit
Commercial Lodging	$8,347/Unit
Restaurants	$40.001/S.F.
Regional Commercial	$20.287/S.F.
General Commercial	$19.521/S.F.
General/Medical Office	$19.404/S.F.
Industrial Uses	$10.120/S.F.
Warehouse Uses	$8.357/S.F.
Hospital Uses	$15,412/Bed
Commercial Recreational	$23,218/Acre
No Other Category	$3,714/Unit

The adoption of the recommended *maximum* impact fees supported by the calculations in this Report (Schedule 2.1) would raise some $179.3 million (49.19%). Existing fund balances of $595,000 will finance 0.16% of the needs. However, if this Fair Share Fee schedule is adopted, an additional $184.6 million in other revenue/capital sources would need to be found, many of which have been identified on the individual *Master Facilities Plan* project detail pages. A combination of Gas Tax, Measure M and Proposition 42 revenues will be used to address this shortfall. However, a number of other projects will remain underfunded.

Schedule 2.1, identifies the individual and total Fair Share Fee schedule by land-use and provide a calculation of the potential collection through build-out at the proposed *Marginal-needs* Based Fair Share Fee rates and the cost of the total infrastructure needs, and is the recommended Fair Share Fee schedule for adoption.

FORMAT OF THIS REPORT

The following format of this Report contains the detailed information relative to the calculation of the Circulation System FSF schedule recommended by RCS for the entire City. Appropriate textual explanation is contained within that chapter, with appropriate cost schedules, listed below and three appendices.

CHAPTER 3 - Circulation (Major Streets and Bridges) System

APPENDIX A - Circulation System Master Facilities Plan
APPENDIX B - Detailed Land-use Database
APPENDIX C - Detail of Trip-miles by Land-use

***NOTE REGARDING TEXTUAL MATHEMATICS:** It is important to note that the use of a computer provides for calculations to a large number of decimal points. Such data, when included in text and supporting textual tables, has been rounded to no more than two decimals for clarity and thus may not replicated to the necessary degree of accuracy as the spreadsheet schedules at the end of each chapter. Should there be any difference between tables within a chapter and the schedules at the end of the same chapter, the schedules shall prevail.*

CHAPTER ENDNOTES

1. *City of Newport Beach General Plan Transportation Study City Council Adopted land Use Scenario; Table 1.*

2. The figures are consistent with the most recent Land Use Element.

Schedule 2.1

City of Newport Beach
2007-08 Development Impact (Fair Share) Fee Calculation and Nexus Report
Impact Fee Summary and Potential Collection
Circulation (Streets, Signals and Bridges) System

Land Use	Potential Units/S.F.	Fee per Unit or S.F.	Potential Revenue
Low Density Residential	1,321	$12,580	$16,618,180
Medium Density Residential	4,696	$9,470	$44,471,120
Apartments	5,374	$9,006	$48,398,244
Mobile Homes	(145)	$6,826	($989,770)
Elderly Residential	120	$8,217	$986,040
Commercial Lodging	2,221	$8,347	$18,538,687
Restaurants	57,760	$40.00	$2,310,441
Regional Commercial	288,525	$20.29	$5,853,400
General Commercial	1,600,397	$19.52	$31,240,875
General/Medical Office	385,720	$19.40	$7,484,682
Industrial Uses	(143,630)	$10.12	($1,453,485)
Warehouse Uses	1,000	$8.36	$8,357
Hospital Uses (beds)	377	$15,412	$5,810,324
Comm. Recreational (acres)	0.10	$23,218	$2,322
No Other Category (units)	2.00	$3,714	$7,428
Potential Circulation System Development Impact Fee Revenue			$179,286,845
Total "Build-out" Circulation System Infrastructure Needs			$364,441,383
Less Existing Development Impact Fee Fund Balance (None)			($595,000)
Net Circulation System Infrastructure Needs			$363,846,383
Amount to be Financed by Other City Revenue Sources			($184,559,538)

Chapter 3
Circulation System
(Streets, Signals and Bridges)

The following Chapter will discuss the circulation improvements planned for the City through build-out of the City's corporate limits as identified in the Land-use Database Table in Chapter 2.

The Existing System. The City currently has and maintains an extensive system of roadways available for transportation of goods and services, as well as for educational, recreational, and social purposes. Streets that fall under the jurisdiction of the City of Newport Beach would be typically classified as one of five common types of roadways (excludes "locals"). The City's General Plan Circulation Element Roadway Classification System specifically contains these various roadway type definitions[1] and they are generally described as:

- **Principal Arterial** - A Principal arterial highway is typically an eight lane divided roadway. A Principal arterial is designed to accommodate a daily capacity ranging from 60,000 to 73,000 with a typical daily capacity of 68,000 vehicle per day (VPD). Principal arterials carry a large volume of regional through traffic not handled by the freeway system.

- **Major Arterial** - A Major arterial highway is typically a six-lane divided roadway. A Major arterial is designed to accommodate a daily capacity ranging from 45,000 to 67,000 with a typical daily capacity of 51,000 vehicles per day. Major arterials carry a large volume of regional through traffic not handled by the freeway system. A Major Augmented is similar to a Major arterial, but may include additional lanes, particularly at intersections, resulting in a daily capacity ranging from 52,000 to 70,000 with a typical daily capacity of 58,000 vehicle per day.

- **Primary Arterial** - A Primary arterial highway is usually a four-lane divided roadway. A Primary arterial is designed to accommodate a daily capacity ranging from 30,000 to 45,000 with a typical daily capacity of 34,000 (VPD). A Primary arterial's function is similar to that of a Principal or Major arterial. The chief difference is capacity. A Primary Augmented is similar to a Primary arterial, but may include additional lanes, particularly at intersections, resulting in a daily capacity ranging from 35,000 to 50,000 with a typical daily capacity of 40,000 vehicle per day.

- **Secondary Arterial** - A Secondary arterial highway is a four lane roadway (often divided). A Secondary arterial distributes traffic between local streets and Major or Primary arterials. Although some Secondary arterials serve as through routes, most provide more direct access

to surrounding land uses than Principal, Major, or Principal arterials. Secondary arterials carry a daily capacity ranging from 20,000 to 30,000 with a typical daily capacity of 23,000 VPD.

- **Commuter Roadway** - A Commuter roadway is a two-to-four lane unrestricted access roadway with a daily capacity ranging from 7,000 to 11,000 with a typical daily capacity of 10,000 VPD. It differs from a local street in its ability to handle through traffic movements between arterials.

The regional arterials, major arterials, primary arterials, secondary arterials and commuter roadways are the focus of this Chapter. Local streets are not included as they are generally constructed within the footprint of the development and serve that development and then are merely dedicated to the City after completions and inspection. Freeways are also not included as they are the responsibility of CALTRANS.

Demand Upon Infrastructure Created by the Development of Undeveloped Parcels. Undeveloped parcels create few trip-miles beyond an occasional visit to the site for weed abatement purposes, planning purposes or to consider a sale or development of the vacant parcel. None of these trip-ends are on a routine basis. However, a developed parcel will generate a statistically predictable amount of trip-ends and trip-miles, depending upon the specific land use of the development. Thus it can be stated that a vacant parcel, when developed into a specific use, i.e., residential or business, will generate more traffic than it did when it was vacant. Similarly, a change in the use of the property may also increase the number of trip-ends, i.e., the demolition of a low trip-generating insurance office into reconstruction as a new high trip-mile generating fast-food restaurant.

All new development contributes to cumulative traffic impacts, which are difficult to measure and mitigate on a project-by-project, basis but which have significant and widespread cumulative impacts on the City's existing road system. Factors that will increase the competition for existing lane miles existing in the City include the following:

- The construction of private business uses currently identified as undeveloped will generate 110,430 new (net) daily trip-miles, just over 28.6% of the total new trip-miles expected at General Plan build-out. This figure could vary significantly depending upon the type of business uses constructed and possible zoning changes or conditional use permits issued.

- An increase in the City's full-time population through the construction of about 11,366 additional dwelling units contributing approximately 235,845 new trip-miles *daily* or just over 61.1% of the newly expected daily trip-miles.

- The addition of some 2,221 commercial lodging units (hotel/motel rooms) will increase traffic trip-miles by 39,934 trip-miles, or about 10.3% of the anticipated new daily trip-miles.

When all (or most) of the available vacant land in the City is developed, the City can expect an additional 386,209 daily trip-miles. For perspective, the City currently experiences approximately 1,881,341 daily trip-miles from the existing residences and businesses. The roughly 386,209 newly anticipated trip-miles represents an over 20% increase over the current 1,881,341 daily trip-miles. While the City is faced with a sizable increase in the number of daily trip-miles at build-out, it should also be noted that there are few remaining opportunities to construct additional lane miles (and controlling signals) to be added to the existing arterial/collector lane-miles to mitigate the 20% expected increase in lane-mile demand. There are currently 388.4 lane miles of major roadways that support the existing 1,881,341 daily trip-miles. To retain full proportionality, the City would need to construct an additional 79.7 lane miles. Unfortunately, there is not the opportunity to construct an additional 79.7 lane miles. The Fair Share Fees program projects (as summarized and attached in Appendix A) would facilitate the construction of an additional roughly 10.4 lane miles. The remaining circulation system projects are a mix of circulation improvements intended to maintain or improve the traffic-carrying capabilities of the existing system. When lane-miles are no longer an option, all capital efforts that can increase the carrying capacity of the existing lane-miles, such as overpasses, cross-walk alternatives must be undertaken. Barring some of the improvements which would be constructed regardless of development, the existing system is generally capable of serving the existing demand on the circulation system.

The **Purpose** of the Fee. In the City, many of the planned arterials and collectors exist in some form, perhaps not yet fully widened to allow for the full number of lanes. Thus the collection of circulation system impact fees would be used to finish off these existing, but, uncompleted, or not yet maximized roads. The same can be said for overpasses, a number of which are included on the list to be completed to their maximum planned width, again maximizing the carrying capacity. Additionally, the fees would be used to complete the system of signals that insures the smooth movement of vehicles through intersections.

Included are circulation projects needed to alter existing major roadways that currently exist, but due to additional trip-ends are becoming ineffective at moving vehicles. An example would be the final widening of Jamboree Road and Bristol Street (ST-10). This project is required because additional citizens and business-owners will use the existing streets along with the current users rendering it, again, ineffective at moving traffic at a reasonable pace, primarily during the a.m. and p.m. peak hours of traffic. While it is quite impractical to widen many of the existing roadways, acceptable traffic pace may be attainable through a combination of turn lane channelization and signal improvements.

Again, given the magnitude of growth projected in this Report, numerous intersection improvements and construction of new traffic signals will also be needed to avoid congestion and gridlock in the future. Traffic planners have long known that the critical constraint in a typical roadway network is usually not the roadway itself but the intersections. While the street capacity may be theoretically adequate to carry traffic volumes at build-out, motorists may experience congestion at the intersections of the street. While the City of Newport Beach will certainly undertake a significant number of major street widening projects, an equally important component of traffic circulation is the alteration of traffic signals to add additional through-lanes at critical intersections in the City.

The City's total Master Facilities Plan Circulation System improvements section identified twenty-four general circulation system projects covering the City with an estimated cost of $364,441,383 or a net $363,846,383 after the existing Circulation System Fair Share Fee Fund balance of $595,000 is subtracted. Each of the projects will increase some capacity to a circulation system to meet the overall 20% increase in major lane mile capacity needs. The individual projects and costs are identified on Schedule 3.1 at the end of the Chapter and detailed in Appendix A.

The **Use** of the Fee. The collection of a Circulation System Fair Share Fee would be used to construct the projects (or portions of projects) identified in Schedule 3.1 at the conclusion of this Chapter's text. The collected fees will be used to create additional lane and bridge miles with which to accommodate the additional 386,209 additional daily trip-miles expected from full General Plan build-out development of the City.

Where the amount of equity of the existing community is larger than the basic needs-based impact fee, there is the argument that the difference between the two, for advancement of the system, could be recouped and returned to the General Fund as repayment from the developing properties for the creation of the excess capacity from previous General Fund proceeds or previous exactions and impact fees. Such is the case with the circulation system infrastructure. However, to make such findings a commercial appraisal of the existing assets and the determination of specific excess capacity projects would likely be necessary.

The following table (3-1) identifies some of the key system attributes of the circulation improvements system. The attributes identify that approximately 83.0% of the total trip miles at General Plan "build-out" are represented by the existing community who have contributed a marginally larger percentage (84.7%) of the cost of the entire system, also at General Plan "build-out". This would indicate that the City is generally and proportionally "on-target" in terms of the construction of the entire circulation system infrastructure. It is a very short leap away to assume that the remaining 17.0% of the traffic trip-mile generators should contribute the financing necessary to construct the remaining 15.3% lane miles, signalized intersections and bridge improvements.

Table 3-1
Comparison of Transportation System Attributes

Infrastructure Factor	Existing Community	Future Community	Total at Build-out
Number of Trip-miles	1,881,341	386,209	2,267,550
Percentage of Total	83.0%	17.0%	100.0%
Cost of Total System	$993,181,510	$179,287,445	$1,173,063,955
Percentage of Total	84.7%	15.3%	100.0%

The Relationship Between the Need for the Fee and the Type of Development Project. Schedule 3.1 identifies the additional traffic demand to be generated by new development, by type of development. The *Newport Beach Traffic Model, version 3.1 (NBTM)* was the source for the trip-end component utilized in the nexus calculation used to distribute the development-related capital costs. These trip-ends were developed by *Urban Crossroads, Incorporated* in 2003 and are also used to identify needed circulation improvements as part of the recent General Plan update.

As an example, a 200-unit low density detached dwelling unit residential specific plan would generate about 5,420 daily trip-miles[2] and a ten-acre commercial-retail development would generate 4,578 daily trip-miles[3]. Each would pay its proportionate share of the total 386,209 newly created the City trip-miles expected at General Plan build-out. In the case of the residential detached dwelling development, the daily trip-miles generated by the 200 new homes represents about 1.40% of the total 386,209 new trip-miles anticipated at build-out, thus they would be required to pay or construct projects on the list to an amount equal to 1.40% of the total development-related project costs. The ten acre commercial development would generate 1.23% of the additional trip-miles and thus would be responsible for 1.23% of the remaining circulation system project costs.

Circulation System Cost Distribution by Average Land Use Trip Frequency and Distance

New Trip Adjustment for *Pass-by* or *Diverted* Trips. Appendix C identifies adjustments to new total ***trip-ends***. As an example, an acre of general commercial use would be expected, on average, to generate about 475.89 trip-ends daily[4]. However, approximately 15% of those trip-ends, or about 71.4 trip-ends per day, are ***pass-by trip-ends***, that is, the ***trip-end*** is not truly an

end but is actually one in a series of stops, i.e. at various commercial establishments, with a different location such as a residence as the final ***trip-end*** or destination of the series of ***trip-ends***. In order to be considered a pass-by trip, the location of the stop must be contiguous to the ***generator***[5] route, i.e. the route that would have been used even if the stop had not been made[6]. The Institute of Transportation Engineers (ITE) indicates that:

> Pass-by trips are attracted from passing the site *on an adjacent street* or road-way that offers direct access to the generator. **Pass-by trips are not diverted to/from another roadway**.[7]

Pass-by trip-ends are fully adjusted (reduced at 100%) from the average trip-ends (per day) generated by the fifteen land uses identified in Schedules 3.2 and 3.3 (see also Appendix C).

A *diverted* trip is similar to a *pass-by* trip-end in that it is an extra stop between, as an example, a motorists's work site and his or her residence. The *diverted* trip differs slightly from the *pass-by* trip in that it requires a minor deviation from the normal ***generator*** route and the temporary stop. In short, a *diverted* trip creates a separate side trip using additional (and different) lane miles from that of the normal route from the motorist's place of employment and his or her home. These trips increase the traffic volume from the generator route, but only for brief distances. The ITE states that diverted trips:

> are attracted from traffic volume on roadways within the vicinity of the generator (route) but require a diversion from that roadway to another roadway to gain access to the site. These trips could travel on highways or freeways adjacent to the generator, but without access to the generator. **Diverted linked trips add traffic to streets adjacent to a site, but may not add traffic to the area's major travel routes.**[8]

These *diverted* trips will be adjusted (reduced at 50%) from the full trip count for each of the land uses identified in Chapter 2. The ITE also indicates that "both pass-by and diverted linked trips may be a part of a multiple-stop chain of trips".[9]

Again, the schedule identified as Appendix C indicates the total trip-ends and the reduction due to the number pass-by trips (at 100%) and diverted trips (at 50%). The trip pass-by and diversion percentages were generated and are supported by a study conducted by the San Diego Association of Governments (SANDAG) in conjunction with various U.S. and California agencies.[10]

Additionally, the same SANDAG data schedule referenced above provides information for a trip distance factor component to the nexus. Based upon that data, a trip to an industrial work-site has the greatest distance at 9.0 miles. A residential trips averages 7.9 miles, a trip from a hotel or motel (once in lodging) averages 7.6 miles and an average trip to a commercial site is the lowest

and varies from 2.8 to 3.6 miles. This indicates, as one might conclude from his or her own experiences, that drivers are generally willing, or have to, to travel further distances to employment than they are to shop. Both frequency (trip-ends) and distance (average miles per trip) have been combined into the nexus by multiplying frequency times distance for a total demand factor.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. There is very little difference between this and the above category. The fee collected will be based on the projected number of trip-ends the proposed development will generate in relationship to the total 386,209 additional projected trip-miles at build-out. Any amount imposed as a circulation system improvements Fair Share Fee will be placed in a separate fund (collecting interest), and is to be used only on the projects identified on Schedule 3.1 as development-related.

From time to time the City may require an applicant for a private project to construct a street or signal improvement (or portion thereof) that is on the list of required improvements at the end of this Chapter. This method is often undertaken to expedite the project at the request of the applicant/developer. Should the project cost be attributed to development and thus part of the development impact cost calculation, the developer should receive a credit for any monies expended on this required improvement against their circulation improvements impact fee. If one does not already exist, an ordinance addressing the issue of credits should be prepared and added to the Newport Beach Municipal Code.

The Relationship Between the Amount of the Fee and the Cost of the portion of the Facility Attributed to the Development Project. The calculation of the Circulation System Fair Share Fee is based upon the recognition that differing types of developments generate differing amounts of trips. The fee is based upon the projected number of trips generated by the proposed private development projects. The Fair Share Fee Schedule receipts will be accumulated until they reach the amount that could construct a meaningful project to alleviate or mitigate the demands of those new developments. Table 3-2 on the following page (and summarized from Schedule 3.2), identifies the Marginal Needs-based Circulation System Fair Share Fee Schedule for the City, based upon an estimated cost of $179,880,845 in development-generated required projects. Many of the projects are partially or fully required to accommodate new development. These are attributed 100% to new development and the Fair Share Fees.

[This space left vacant to place the following table on a single page].

Table 3-2
Marginal Needs-based Circulation System Fair Share Fees

Land Use	Recommended Fair Share Fees
Low Density Residential	$12,580/Unit
Medium Density Residential	$9,470/Unit
Apartments	$9,006/Unit
Mobile Homes	$6,826/Unit
Elderly Residential	$8,217/Unit
Commercial Lodging	$8,347/Unit
Restaurants	$40.001/S.F.
Regional Commercial	$20.287/S.F.
General Commercial	$19.404/S.F.
General/Medical Office	$19.120/S.F.
Industrial Uses	$10.120/S.F.
Warehouse Uses	$8.357/S.F.
Hospital Uses	$15,412/Bed
Commercial Recreational	$23,218/Acre
No Other Category	$3,714/Unit

Alternative Cost Methodology. A more precise calculation of costs for specific types of land uses can be determined by multiplying the average cost per trip-mile of $464.22 by the applicable daily trip-mile rate. The calculation can be found in Schedule 3.2 at the end of the Chapter and applied to Table 3-3 following. These tables list trip-mile rates and costs for various residential, resort, industrial and commercial developments. A fee system based on a lengthy schedule of trip mile rates theoretically provides more accuracy and therefore equity in determining specific uses' impact on the City's circulation system, but at the same time may increase the City's costs to administer the fee. A more extensive listing of traffic generator by land use is available in *Trip Generation* as published by the Institute of Transportation Engineers, Washington D.C.

Table 3-3
Marginal Needs-based Fair Share Fees for Specific Land-uses

LAND USE	Adjusted Trip-ends	Average Distance	Trip-end to Trip	Additional Trip-miles	Cost per Trip-mile	Cost per 1,000 Square Feet or Dwelling Unit
RESIDENTIAL LAND USES (per Unit):						
Residential Low (SFR)	6.86	7.9	0.5	27.10	$464.22	$12,580.36 /Unit
Residential Medium (SFR)	5.16	7.9	0.5	20.4	$464.22	$9,470.09 /Unit
Apartment	4.91	7.9	0.5	19.4	$464.22	$9,005.87 /Unit
Mobile Home Dwelling	4.63	7.9	0.5	18.3	$464.22	$8,495.23 /Unit
Elderly Residential	4.48	7.9	0.5	17.7	$464.22	$8,216.69 /Unit
RESORT/TOURIST (per Unit or Entry Door):						
Hotel	6.29	7.6	0.5	23.9	$464.22	$11,094.86 /Room
All Suites Hotel	3.77	7.6	0.5	14.3	$464.22	$6,638.35 /Room
Motel	4.34	7.6	0.5	16.5	$464.22	$7,659.63 /Room
INDUSTRIAL (per 1,000 SF):						
General Light Industrial	6.17	9.0	0.5	27.8	$464.22	$12,905.32 /KSF
Heavy Industrial	5.97	9.0	0.5	26.9	$464.22	$12,487.52 /KSF
Manufacturing	2.73	9.0	0.5	12.3	$464.22	$5,709.91 /KSF
Warehousing	4.39	9.0	0.5	19.8	$464.22	$9,191.56 /KSF
Storage Facility	2.21	9.0	0.5	9.9	$464.22	$4,595.78 /KSF
COMMERCIAL (per 1,000 SF):						
Office Park	7.42	8.8	0.5	32.6	$464.22	$15,133.57 /KSF
Research Park	5.01	8.8	0.5	22.0	$464.22	$10,212.84 /KSF
Business Park	9.34	8.8	0.5	41.1	$464.22	$19,079.44 /KSF
Bldg. Materials/Lumber Store	29.35	4.3	0.5	63.1	$464.22	$29,292.28 /KSF
Garden Center	23.45	4.3	0.5	50.4	$464.22	$23,396.69 /KSF
Movie Theater	2.47	4.3	0.5	5.3	$464.22	$2,460.37 /KSF
Church	5.92	4.3	0.5	12.7	$464.22	$5,895.59 /KSF
Medical-Dental Office	22.21	8.8	0.5	97.7	$464.22	$45,354.29 /KSF
General Office Building	7.16	8.8	0.5	31.5	$464.22	$14,622.93 /KSF
Shopping Center	30.20	4.3	0.5	64.9	$464.22	$30,127.88 /KSF
Hospital	11.42	4.3	0.5	24.6	$464.22	$11,419.81 /KSF
Discount Center	62.93	4.3	0.5	135.3	$464.22	$62,808.97 /KSF
High-Turnover Restaurant	8.90	4.3	0.5	19.1	$464.22	$8,866.60 /KSF
Convenience Market	43.57	4.3	0.5	93.7	$464.22	$43,497.41 /KSF
Walk-in Bank	13.97	4.3	0.5	30.0	$464.22	$13,926.60 /KSF
Other: (not available "per KSF")						
Cemetary (per acre)	3.07	4.3	0.5	6.6	$464.22	$3,063.85 /Acre
Service Station (only)	109.56	4.3	0.5	235.6	$464.22	$109,370.23 /FP/Day (4)
Service Station & Market	105.81	4.3	0.5	227.5	$464.22	$105,610.05 /FP/Day (4)
Service Station/Market/Wash	99.35	4.3	0.5	213.6	$464.22	$99,157.39 /FP/Day (4)

NOTES:

1. ADT = Average Daily Trips

2. KSF = Thousand Square Feet of Gross Floor Area

3. Adjusted for Pass-by and Diverted Trips.

4. FP/Day = per "Fueling Position" per day

This set of proposed fees would generate the basic needs amount of revenue necessary to construct the needed circulation construction projects based upon a City-wide application. These figures will then be compared to the financial commitment or equity distribution demonstrated by the existing community.

The City has a significant inventory of circulation system infrastructure assets that have been acquired or constructed over the life of the City. The assets acquired to date represent the City's attempt to generate the required circulation capacity in a proportional fashion. That is to say, if roughly 75% of the traffic demand (in daily trip-miles) is represented by the existing community, then at least 75% of the General Plan circulation system should have been generated also. The City circulation system infrastructure assets consist of (and are not limited to):

- The City has 388.4 lane miles of major roadways with a replacement value of approximately $365,330,760, or just under $950,000 million per lane mile.

- Seven bridges providing an approximate 1.1 lane miles of major roadway. The bridges, at approximately $350 per square foot for construction costs, have a combined replacement value of approximately $39,705,750.

- Sixty-one traffic signals (with signalized intersection improvements) that control traffic on major roadways (as defined earlier in this Chapter). The sixty-one traffic signals and signalized intersections have a replacement value of approximately $45,750.000.

- The same 61.41 lane miles of major roadway have required the acquisition of 36,120,000 square feet of right-of-way. At a very conservative $15.00 per square foot (or $653,400/acre), the right-of way would cost $541,800,000. This is the most expensive circulation system asset that the City (and its residents) owns.

- The City has $595,000 in existing Fund Balance in the current Circulation System Fair Share Fee Fund.

Combined, the five differing types of circulation system assets total just under $993,181,510 at current replacement or acquisition costs. This represents the financial commitment of the existing community. When this total cost of the existing circulation system is distributed over the entire community, it gives us an average cost per new trip-mile. Table 3-4 following, distributes the net $993,181,150 over the existing community, using the identical nexus factor (e.g. trip-miles) used for distribution of future costs, the existing community has contributed the following, on average, by land use:

Table 3-4
Existing Community Financial Commitment
or Local Circulation System or Equity-based Proportionality Test

Land Use	Recommended Fair Share Fees
Low Density Residential	$14,306/Unit
Medium Density Residential	$10,769/Unit
Apartments	$10,241/Unit
Mobile Homes	$7,760/Unit
Elderly Residential	$9,344/Unit
Commercial Lodging	$9,492/Unit
Restaurants	$45.489/S.F.
Regional Commercial	$23.070/S.F.
General Commercial	$22.199/S.F.
General/Medical Office	$22.067/S.F.
Industrial Uses	$11.509/S.F.
Warehouse Uses	$9.713/S.F.
Hospital Uses	$17,527/Bed
Commercial Recreational	$24,890Acre
No Other Category	$4,313/Unit

It should be noted that the existing community has contributed, on average, a greater amount, at about 14% more, than would be required of future development to meet all of the basic needs for build-out and all users.

Tables 3-2 (Basic Needs-based Fair Share Fee) and 3-4 (Current Financial Commitment or Equity-based Proportionality Test Fair Share Fees) identify the amount of the pre-building. A detached dwelling, has contributed, on average about $14,306 (Table 3-4) towards the construction of the

circulation (street, signals and bridges) system, while with adoption of the Basic Needs-based Fair Share Fees a detached dwelling unit would be asked to contribute $12,580 towards finishing the system, or just under 88% of the existing contribution of the same detached dwelling unit.

Front-ended System. The resulting costs identified in Tables 3-2 and 3-4 indicate that there is the likelihood of excess capacity in the existing circulation system, or at least a disproportionate contribution between existing and future users of the City's circulation system.

Recommended Circulation (streets, signals and bridges) System Fair Share Fee. The adoption of the Fair Share Fees identified in the Marginal Needs-based costs identified in Table 3-2 (and detailed in Schedule 3.2 at the end of the chapter), is recommended as the Fair Share Fee schedule for the Circulation (streets, signals and bridges) System capital needs and would generate enough capital to construct the facilities needed to accommodate the new development. The impact fees contained within Schedule 3.2 are just slightly lower than the existing community's financial commitment equity amounts as calculated in Schedule 3.3, thus not violating any proportionality requirements.

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Chapter Endnotes

1. The City's Circulation element contains similar definitions and roadway cross-sections. For examples of each, see 7-4 and 7-5 in the *City of Newport Beach General Plan Circulation Element*.

2. Based upon 27.1 trip-miles per each of the 200 detached dwelling units (200 units X 27.1 trip-miles = 5,420 daily trip-miles).

3. Based upon ten acres with a 0.25 Floor Area Ratio at (10 acres X 43,560 square feet/acre X 0.25 FAR X 43.7 daily-trip miles per 1,000 S.F.).

4. Based upon the 25% FAR anticipated in the future and 10,890 square feet per acre times 43.7 trip-ends.

5. The normal route between a daily work-site and the residence of the motorist.

6. As an example, a motorist travels the same route from work to home daily. On some number of occasions, the motorist stops at a market along the route to pick up some groceries. These stops at the market would be considered pass-by trip-ends in that they do not generate any additional miles along that route.

7. *Trip Generation Handbook*, Second Edition, Institute of Traffic Engineers, 1099 14th Street, NW., Suite 300, Washington D.C. 20005-3438, Chapter 5, Section 5.1, *Pass-by, Primary and Diverted Linked Trips*.

8. Ibid, page 29

9. Ibid, page 29

10. *Traffic Generators*, San Diego Association of Governments, 401 B Street, Suite 800, San Diego, CA 92101, Brief Guide to Traffic Generation Rates compiled in conjunction with the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, the California Department of Transportation and the U.S. Environmental Protection Agency. April, 2002.

Schedule 3.1

City of Newport Beach
2007-08 Development Impact (Fair Share) Fee Calculation and Nexus Report
Allocation of Project Cost Estimates
Circulation (Streets, Signals and Bridges) System

Line #	Description	Estimated Cost	Construction Needs That Repair/Replace Infrastructure Capacity		Construction Needs That Increases Circulation System Capacity		Construction Needs to be Financed by Other Sources	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
ST-01	Bluff Road and Coast Highway (1a)	$5,781,000	0.00%	$0	50.00%	$2,890,500	50.00%	$2,890,500
ST-02	15th and Coast Highway (1b)	$5,781,000	0.00%	$0	50.00%	$2,890,500	50.00%	$2,890,500
ST-03	15th Street Extension (1L)	$76,176,000	0.00%	$0	0.00%	$0	100.00%	$76,176,000
ST-04	Newport Boulevard and 32nd Street (D & E)	$1,245,500	0.00%	$0	100.00%	$1,245,500	0.00%	$0
ST-05	Riverside Avenue & Coast Highway (7)	$3,359,000	0.00%	$0	100.00%	$3,359,000	0.00%	$0
ST-06	Tustin Avenue & Coast Highway (8)	$4,247,000	0.00%	$0	100.00%	$4,247,000	0.00%	$0
ST-07	MacArthur Blvd. & Campus Ave. (9)	$2,121,000	0.00%	$0	50.00%	$1,060,500	50.00%	$1,060,500
ST-08	Jamboree Road & Campus Drive (13)	$2,997,000	0.00%	$0	50.00%	$1,498,500	50.00%	$1,498,500
ST-09	Campus Drive & Bristol Street - North (15)	$16,585,000	0.00%	$0	65.00%	$10,780,250	35.00%	$5,804,750
ST-10	Jamboree Road & Bristol Street - South (32)	$4,911,166	0.00%	$0	100.00%	$4,911,166	0.00%	$0
ST-11	MacArthur Road & Ford Road/Bonita Canyon (49)	$2,673,000	0.00%	$0	100.00%	$2,673,000	0.00%	$0
ST-12	MacArthur Road & San Joaquin Hills Road (50)	$4,767,000	0.00%	$0	75.00%	$3,575,250	25.00%	$1,191,750
ST-13	Coast Highway, Dover to Newport Blvd. (A)	$21,534,000	0.00%	$0	100.00%	$21,534,000	0.00%	$0
ST-14	Irvine Avenue & University Drive (B & 20)	$8,709,000	0.00%	$0	100.00%	$8,709,000	0.00%	$0
ST-15	Coast Highway and Bayside (C)	$4,462,000	0.00%	$0	100.00%	$4,462,000	0.00%	$0
ST-16	Placentia Avene, between Hospital & Superior (F)	$4,790,000	0.00%	$0	100.00%	$4,790,000	0.00%	$0
ST-17	15th Street between Placentia to Monrovia (G)	$5,880,000	0.00%	$0	100.00%	$5,880,000	0.00%	$0
ST-18	MacArthur, Southerly of San Miguel to Coast Highway (H)	$2,672,000	0.00%	$0	100.00%	$2,672,000	0.00%	$0
ST-19	17th Street from Westerly Terminus to Bluff Road (J)	$9,259,000	0.00%	$0	100.00%	$9,259,000	0.00%	$0
ST-20	Bluff Road between 17th Street to Coast Highway (K)	$90,961,000	0.00%	$0	60.00%	$54,576,600	40.00%	$36,384,400
ST-21	19th Street to Brookhurst (N)	$55,586,717	0.00%	$0	25.00%	$13,896,679	75.00%	$41,690,038
ST-22	Arches Interchange Improvements	$13,660,000	0.00%	$0	50.00%	$6,830,000	50.00%	$6,830,000
ST-23	Intelligent Transportation System	$4,284,000	0.00%	$0	50.00%	$2,142,000	50.00%	$2,142,000
ST-24	Pedestrian Improvements	$12,000,000	0.00%	$0	50.00%	$6,000,000	50.00%	$6,000,000
	SUB-TOTAL ESTIMATED NEW PROJECT COSTS	$364,441,383	0.00%	$0	49.36%	$179,882,445	50.64%	$184,558,938
	LESS: Existing Circulation System DIF Fund Balance	($595,000)	0.00%	$0	100.00%	($595,000)	0.00%	$0
	SUB-TOTAL ADJUSTMENTS	($595,000)	0.00%	$0	100.00%	($595,000)	0.00%	$0
	Total - Circulation System-related Capital Project Needs	$363,846,383	0.00%	$0	49.28%	$179,287,445	50.72%	$184,558,938
					Forward to Schedule 3.2			

Schedule 3.2

City of Newport Beach
2007-08 Development Impact (Fair Share) Fee Calculation and Nexus Report
Marginal Needs-based Impact Costs (Fees)
Circulation (Streets, Signals and Bridges) System

Proposed Land Use	*Undeveloped Units*	*Trip-mile Generation Rate*	*Additional Daily Trip-miles*	*Percentage of Additional Trip-miles*	*Allocation of Expansion Costs*	*Development Impact Fee per Unit or Square Foot*
Low Density Residential	1,321	27.10	35,799	9.27%	$16,618,750	*$12,580 per Unit*
Medium Density Residential	4,696	20.40	95,798	24.80%	$44,471,720	*$9,470 per Unit*
Apartments	5,374	19.40	104,256	26.99%	$48,398,126	*$9,006 per Unit*
Mobile Homes	(145)	14.70	(2,132)	-0.55%	($989,726)	*$6,826 per Unit*
Elderly Residential	120	17.70	2,124	0.55%	$986,011	*$8,217 per Unit*
Commercial Lodging	2,221	17.98	39,934	10.34%	$18,538,316	*$8,347 per Unit*
Restaurants	57,760	86.17	4,977	1.29%	$2,310,441	*$40.001 per S.F*
Regional Commercial	288,525	43.70	12,609	3.26%	$5,853,400	*$20.287 per S.F*
General Commercial	1,600,397	42.05	67,297	17.43%	$31,240,875	*$19.521 per S.F*
General/Medical Office	385,720	41.80	16,123	4.17%	$7,484,682	*$19.404 per S.F*
Industrial Uses	(143,630)	21.80	(3,131)	-0.81%	($1,453,485)	*$10.120 per S.F*
Warehouse Uses	1,000	18.40	18	0.00%	$8,357	*$8.357 per S.F*
Hospital Uses (beds)	377	33.20	12,516	3.24%	$5,810,226	*$15,412 per Bed*
Comm. Recreational (acres)	0	47.15	5	0.00%	$2,322	*$23,218 per Acre*
No Other Category (units)	2	8.17	16	0.00%	$7,428	*$3,714 per Unit*
TOTAL	--		386,209	100.00%	$179,287,445	in Total Circulation Capital Needs

Alternative Community Equity-based "Trip-mile" Cost Alternative	*386,209*		*$179,287,445*	*$464.22 per Daily Trip-mile*

Schedule 3.3

City of Newport Beach
2007–08 Development Impact (Fair Share) Fee Calculation and Nexus Report
Community Financial Committment or Equity–based Proportionality Test Fees
Circulation (Streets, Signals and Bridges) System

Proposed Land Use	*Developed Units*	*Trip–mile Generation Rate*	*Existing Daily Trip–miles*	*Percentage of Existing Trip–miles*	*Allocation of Infrastructure "Equity"*	*Current Financial Commitment per Unit or Square Foot*
Low Density Residential	18,702	27.10	506,824	26.94%	$267,558,212	*$14,306 per Unit*
Medium Density Residential	10,974	20.40	223,870	11.90%	$118,183,544	*$10,769 per Unit*
Apartments	9,703	19.40	188,238	10.01%	$99,373,004	*$10,241 per Unit*
Mobile Homes	600	14.70	8,820	0.47%	$4,656,184	*$7,760 per Unit*
Elderly Residential	200	17.70	3,540	0.19%	$1,868,810	*$9,344 per Unit*
Commercial Lodging	3,365	17.98	60,503	3.22%	$31,940,231	*$9,492 per Unit*
Restaurants	115,090	86.17	9,917	0.53%	$5,235,298	*$45.489 per S.F*
Regional Commercial	1,331,000	43.70	58,165	3.09%	$30,705,974	*$23.070 per S.F*
General Commercial	4,098,787	42.05	172,354	9.16%	$90,987,652	*$22.199 per S.F*
General/Medical Office	13,129,386	41.80	548,808	29.17%	$289,722,041	*$22.067 per S.F*
Industrial Uses	1,291,079	21.80	28,146	1.50%	$14,858,601	*$11.509 per S.F*
Warehouse Uses	196,420	18.40	3,614	0.19%	$1,907,872	*$9.713 per S.F*
Hospital Uses (beds)	1,692	33.20	56,174	2.99%	$29,654,900	*$17,527 per Bed*
Comm. Recreational (acres)	69	47.15	3,258	0.17%	$1,719,932	*$24,890 per Acre*
No Other Category (units)	1,115	8.17	9,110	0.48%	$4,809,273	*$4,313 per Unit*
TOTAL	--	--	1,881,341	100.00%	$993,181,510	
Equity in Master Plan Major Streets					$365,330,760	
Equity in Master Plan Major Bridges					$39,705,750	
Equity in Master Plan Traffic Signals					$45,750,000	
Equity in Master Plan Right–of–Way					$541,800,000	
Existing Circulation System Impact Fee Fund Balance					$595,000	
Alternative Marginal Needs-based "Trip–mile" Cost Alternative			*1,881,341*		*$993,181,510*	*$527.91 per Daily Trip–mile*

Appendix A

Master Facilities Plan

City of Newport Beach
Master Facilities Plan
Circulation (Streets, Bridges and Signals) System

		2008-09	2009-10	2010-11	2011-12	2012-13 Through Build-out	Project Build-out Total
ST-01	Bluff Road and Coast Highway (1a)	$0	$0	$0	$0	$5,781,000	$5,781,000
ST-02	15th and Coast Highway (1b)	$0	$0	$0	$0	$5,781,000	$5,781,000
ST-03	15th Street Extension (1L)	$0	$0	$0	$0	$76,176,000	$76,176,000
ST-04	Newport Boulevard and 32nd Street (D & E)	$0	$0	$0	$0	$1,245,500	$1,245,500
ST-05	Riverside Avenue & Coast Highway (7)	$0	$0	$0	$0	$3,359,000	$3,359,000
ST-06	Tustin Avenue & Coast Highway (8)	$0	$0	$0	$0	$4,247,000	$4,247,000
ST-07	MacArthur Blvd. & Campus Ave. (9)	$0	$0	$0	$0	$2,121,000	$2,121,000
ST-08	Jamboree Road & Campus Drive (13)	$0	$0	$0	$0	$2,997,000	$2,997,000
ST-09	Campus Drive & Bristol Street - North (15)	$0	$0	$0	$0	$16,585,000	$16,585,000
ST-10	Jamboree Road & Bristol Street - South (32)	$0	$0	$0	$0	$4,911,166	$4,911,166
ST-11	MacArthur Road & Ford Road/Bonita Canyon (49)	$0	$0	$0	$0	$2,673,000	$2,673,000
ST-12	MacArthur Road & San Joaquin Hills Road (50)	$0	$0	$0	$0	$4,767,000	$4,767,000
ST-13	Coast Highway, Dover to Newport Blvd. (A)	$0	$0	$0	$0	$21,534,000	$21,534,000
ST-14	Irvine Avenue & University Drive (B & 20)	$0	$0	$0	$0	$8,709,000	$8,709,000
ST-15	Coast Highway and Bayside (C)	$0	$0	$0	$0	$4,462,000	$4,462,000
ST-16	Placentia Avenue, between Hospital & Superior (F)	$0	$0	$0	$0	$4,790,000	$4,790,000
ST-17	15th Street between Placentia to Monrovia (G)	$0	$0	$0	$0	$5,880,000	$5,880,000
ST-18	MacArthur, Southerly of San Miguel to Coast Highway (H)	$0	$0	$0	$0	$2,672,000	$2,672,000
ST-19	17th Street from Westerly Terminus to Bluff Road (J)	$0	$0	$0	$0	$9,259,000	$9,259,000
ST-20	Bluff Road between 17th Street to Coast Highway (K)	$0	$0	$0	$0	$90,961,000	$90,961,000
ST-21	19th Street to Brookhurst (N)	$0	$0	$0	$0	$55,586,717	$55,586,717
ST-22	Arches Interchange Improvements	$0	$0	$0	$0	$13,660,000	$13,660,000
ST-23	Intelligent Transportation System	$0	$0	$0	$0	$4,284,000	$4,284,000
ST-24	Pedestrian Improvements	$0	$0	$0	$0	$12,000,000	$12,000,000
	Totals	$0	$0	$0	$0	$364,441,383	$364,441,383

Notes:
1. Project timing is not a component of this project. As a result, all projects default to the "Build-out" column.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
Bluff Road and Coast Highway (1a)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-01

Project Description:
The proposed improvements consist of the addition of a second southbound right-turn lane and a second eastbound left-turn lane. The improvement is beyond that required with the initial construction of Bluff Road and is needed to accommodate projected increases in traffic volumes from General Plan development. The project increases circulation system capacity. One-half of the improvement cost is included in (and accommodates) City-wide development with the remainder specifically benefitting adjacent development. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This intersection improvement is required to accommodate General Plan development at the City's adopted level of service. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip miles. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$513,000	$513,000
Land Acquisition/Right of Way	$0	$0	$0	$0	$2,016,000	$2,016,000
Construction	$0	$0	$0	$0	$1,713,000	$1,713,000
Contingency	$0	$0	$0	$0	$1,539,000	$1,539,000
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$5,781,000	$5,781,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
15th and Coast Highway (1b)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-02

Project Description:
The proposed improvements consist of the addition of a second southbound right-turn lane and a second eastbound left-turn lane. The improvement is beyond that required with the initial construction of 15th Street and is needed to accommodate projected increases in traffic volumes from General Plan development. The project increases circulation system capacity. One-half of the improvement cost is included in (and accommodates) City-wide development with the remainder specifically benefitting adjacent development. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This intersection improvement is required to accommodate General Plan development at the City's adopted level of service. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip miles. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$513,000	$513,000
Land Acquisition/Right of Way	$0	$0	$0	$0	$2,016,000	$2,016,000
Construction	$0	$0	$0	$0	$1,713,000	$1,713,000
Contingency	$0	$0	$0	$0	$1,539,000	$1,539,000
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$5,781,000	$5,781,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
15th Street Extension (1L)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-03

Project Description:
The project consists of the extension of 15th Street westerly from its current terminus at Monrovia Avenue to Pacific Coast Highway. The project benefits adjacent development and will most likely be required as a condition of approval. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This intersection improvement is required to accommodate General Plan development at the City's adopted level of service. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip miles. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$6,757,750	$6,757,750
Land Acquisition/Right of Way	$0	$0	$0	$0	$40,257,000	$40,257,000
Construction	$0	$0	$0	$0	$8,888,000	$8,888,000
Contingency	$0	$0	$0	$0	$20,273,250	$20,273,250
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$76,176,000	$76,176,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title: Newport Boulevard and 32nd Street (D & E)	*Program:* Circulation (streets, signals and bridges) System
Submitting Department(s): Public Works – Engineering	*Project No.:* ST-04

Project Description:
The proposed improvements consist of the addition of a southbound right-turn lane and a third northbound through lane. The project increases circulation system capacity and assists in accommodating new development. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This segment of arterial roadway is required to complete the City's Master Plan of Streets and Highways (MPSH) and will assist in accommodating the over 20% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway or intersection will provide an alternative for drivers who have been displaced from other roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document: City of Newport Fair Share Fee Program – Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	*Project Timing:* The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$141,750	$141,750
Land Acquisition/Right of Way	$0	$0	$0	$0	$14,500	$14,500
Construction	$0	$0	$0	$0	$664,000	$664,000
Contingency	$0	$0	$0	$0	$425,250	$425,250
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$1,245,500	$1,245,500

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
Riverside Avenue & Coast Highway (7)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-05

Project Description:
The proposed improvements consist of the construction of a second eastbound left-turn lane, a third eastbound through lane and the conversion of the westbound right-turn lane into a through lane. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development throughout the City. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This intersection improvement is required to accommodate General Plan development at the City's adopted level of service. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip miles. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$298,250	$298,250
Land Acquisition/Right of Way	$0	$0	$0	$0	$718,000	$718,000
Construction	$0	$0	$0	$0	$1,448,000	$1,448,000
Contingency	$0	$0	$0	$0	$894,750	$894,750
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$3,359,000	$3,359,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title: Tustin Avenue & Coast Highway (8)	*Program:* Circulation (streets, signals and bridges) System
Submitting Department(s): Public Works - Engineering	*Project No.:* ST-06

Project Description:
The proposed improvements include the construction of third eastbound through lane and the addition of a westbound left-turn lane. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This intersection improvement is required to accommodate General Plan development at the City's adopted level of service. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip miles. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$376,750	$376,750
Land Acquisition/Right of Way	$0	$0	$0	$0	$1,134,000	$1,134,000
Construction	$0	$0	$0	$0	$1,606,000	$1,606,000
Contingency	$0	$0	$0	$0	$1,130,250	$1,130,250
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$4,247,000	$4,247,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
MacArthur Blvd. & Campus Ave. (9)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-07

Project Description:
The project consists of adding a third northbound left-turn lane and converts a southbound through lane to a right-turn/through lane. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity. One-half of the improvement cost is included in (and accommodates) City-wide new development with the remainder financed by the City of Irvine as a shared intersection. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This intersection improvement is required to accommodate General Plan development at the City's adopted level of service. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip miles. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$188,500	$188,500
Land Acquisition/Right of Way	$0	$0	$0	$0	$420,000	$420,000
Construction	$0	$0	$0	$0	$947,000	$947,000
Contingency	$0	$0	$0	$0	$565,500	$565,500
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$2,121,000	$2,121,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title: Jamboree Road & Campus Drive (13)	*Program:* Circulation (streets, signals and bridges) System
Submitting Department(s): Public Works - Engineering	*Project No.:* ST-08

Project Description:
The improvement consists of eliminating the eastbound free right-turn lane, adding a fourth southbound through lane and adding a northbound right-turn lane. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity. One-half of the improvement cost is included in (and accommodates) City-wide new development with the remainder financed by the City of Irvine as a shared intersection. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This intersection improvement is required to accommodate General Plan development at the City's adopted level of service. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip miles. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document: City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	*Project Timing:* The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$266,250	$266,250
Land Acquisition/Right of Way	$0	$0	$0	$0	$641,000	$641,000
Construction	$0	$0	$0	$0	$1,291,000	$1,291,000
Contingency	$0	$0	$0	$0	$798,750	$798,750
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$2,997,000	$2,997,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
Campus Drive & Bristol Street - North (15)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-09

Project Description:
The project improvements consist of adding a fourth northbound through lane, adding a third southbound right-turn lane and a fifth westbound through lane. Also included is the widening of the Campus Drive bridge over SR-73. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity. Roughly 65% of the improvement cost is included in (and accommodates) City-wide development with the remainder financed by the County's John Wayne Airport as a mitigation contribution resulting from that facility's expansion. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This intersection improvement is required to accommodate General Plan development at the City's adopted level of service. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip miles. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$1,471,250	$1,471,250
Land Acquisition/Right of Way	$0	$0	$0	$0	$1,076,000	$1,076,000
Construction	$0	$0	$0	$0	$9,624,000	$9,624,000
Contingency	$0	$0	$0	$0	$4,413,750	$4,413,750
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$16,585,000	$16,585,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
Jamboree Road & Bristol Street – South (32)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works – Engineering	ST-10

Project Description:
The improvements include the addition of a sixth northbound lane and a fourth southbound lane on Jamboree Road bridge over SR-73. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development througout the City. The project increases circulation system capacity and accommodates development throughout the City. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This intersection improvement is required to accommodate General Plan development at the City's adopted level of service. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip miles. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program – Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$111,618	$111,618
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$4,464,695	$4,464,695
Contingency	$0	$0	$0	$0	$334,853	$334,853
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$4,911,166	$4,911,166

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title: MacArthur Road & Ford Road/Bonita Canyon (49)	*Program:* Circulation (streets, signals and bridges) System
Submitting Department(s): Public Works - Engineering	*Project No.:* ST-11

Project Description:
The project improvements consist of the construction of a third southbound left-turn lane. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity and accommodates development throughout the City. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This intersection improvement is required to accommodate General Plan development at the City's adopted level of service. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip miles. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$237,500	$237,500
Land Acquisition/Right of Way	$0	$0	$0	$0	$504,000	$504,000
Construction	$0	$0	$0	$0	$1,219,000	$1,219,000
Contingency	$0	$0	$0	$0	$712,500	$712,500
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$2,673,000	$2,673,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title: MacArthur Road & San Joaquin Hills Road (50)	*Program:* Circulation (streets, signals and bridges) System
Submitting Department(s): Public Works - Engineering	*Project No.:* ST-12

Project Description:
This improvement provide for the addition of a third southbound left-turn lane, the addition of a third eastbound left-turn lane and converting the northbound free-right-turn to a shared through/right lane. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development through-out the City. The project increases circulation system capacity. Three-fourths of the improvement cost is included in (and accommodates) City-wide development with the remainder specifically benefitting adjacent development (Newport Center). The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This intersection improvement is required to accommodate General Plan development at the City's adopted level of service. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip miles. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$423,250	$423,250
Land Acquisition/Right of Way	$0	$0	$0	$0	$1,285,000	$1,285,000
Construction	$0	$0	$0	$0	$1,789,000	$1,789,000
Contingency	$0	$0	$0	$0	$1,269,750	$1,269,750
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$4,767,000	$4,767,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
Coast Highway, Dover to Newport Blvd. (A)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-13

Project Description:
The project improvements consists of the widening of Coast Highway to three lanes in each direction. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity and accommodates general new development. Even though the street segment is a State highway, no assistance from the State is anticipated. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This segment of arterial roadway is required to complete the City's Master Plan of Streets and Highways (MPSH) and will assist in accommodating the over 20% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway or intersection will provide an alternative for drivers who have been displaced from other roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$1,910,750	$1,910,750
Land Acquisition/Right of Way	$0	$0	$0	$0	$8,312,000	$8,312,000
Construction	$0	$0	$0	$0	$5,579,000	$5,579,000
Contingency	$0	$0	$0	$0	$5,732,250	$5,732,250
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$21,534,000	$21,534,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
Irvine Avenue & University Drive (B & 20)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-14

Project Description:
The project include the widening of Irvine Avenue to three through lanes in each direction and the addition of a left/through lane for eastbound traffic. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity and accommodates general new development. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This combined segment of arterial roadway and intersection improvement is required to complete the City's Master Plan of Streets and Highways (MPSH) and will assist in accommodating the over 20% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway or intersection will provide an alternative for drivers who have been displaced from other roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$772,750	$772,750
Land Acquisition/Right of Way	$0	$0	$0	$0	$2,297,300	$2,297,300
Construction	$0	$0	$0	$0	$3,320,700	$3,320,700
Contingency	$0	$0	$0	$0	$2,318,250	$2,318,250
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$8,709,000	$8,709,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title: Coast Highway and Bayside (C)	*Program:* Circulation (streets, signals and bridges) System
Submitting Department(s): Public Works - Engineering	*Project No.:* ST-15

Project Description:
The improvements consist of a fourth eastbound through lane from west of Bayside Drive to the point east of the intersection where the fourth lane begins. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity and accommodates general new development. Even though the street segment is a State highway, no assistance from the State is anticipated. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This segment of arterial roadway is required to complete the City's Master Plan of Streets and Highways (MPSH) and will assist in accommodating the over 20% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway or intersection will provide an alternative for drivers who have been displaced from other roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document: City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	*Project Timing:* The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$396,000	$396,000
Land Acquisition/Right of Way	$0	$0	$0	$0	$1,234,000	$1,234,000
Construction	$0	$0	$0	$0	$1,644,000	$1,644,000
Contingency	$0	$0	$0	$0	$1,188,000	$1,188,000
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$4,462,000	$4,462,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title: Placentia Avene, between Hospital & Superior (F)	*Program:* Circulation (streets, signals and bridges) System
Submitting Department(s): Public Works - Engineering	*Project No.:* ST-16

Project Description:
The project consists of the widening of Placentia Avenue to two lanes in each direction. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity and accommodates general new development. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This segment of arterial roadway is required to complete the City's Master Plan of Streets and Highways (MPSH) and will assist in accommodating the over 20% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway or intersection will provide an alternative for drivers who have been displaced from other roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document: City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	*Project Timing:* The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$425,000	$425,000
Land Acquisition/Right of Way	$0	$0	$0	$0	$1,449,500	$1,449,500
Construction	$0	$0	$0	$0	$1,640,500	$1,640,500
Contingency	$0	$0	$0	$0	$1,275,000	$1,275,000
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$4,790,000	$4,790,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
15th Street between Placentia to Monrovia (G)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works – Engineering	ST-17

Project Description:
The project consists of the widening of 15th Street to two lanes in each direction. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity and accommodates general new development. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This segment of arterial roadway is required to complete the City's Master Plan of Streets and Highways (MPSH) and will assist in accommodating the over 20% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway or intersection will provide an alternative for drivers who have been displaced from other roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program – Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$522,000	$522,000
Land Acquisition/Right of Way	$0	$0	$0	$0	$1,370,800	$1,370,800
Construction	$0	$0	$0	$0	$2,421,200	$2,421,200
Contingency	$0	$0	$0	$0	$1,566,000	$1,566,000
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$5,880,000	$5,880,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
MacArthur, Southerly of San Miguel to Coast Highway (H)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-18

Project Description:

The improvements include three through lanes in each direction in this major street segment. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity and accommodates general new development. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:

This segment of arterial roadway is required to complete the City's Master Plan of Streets and Highways (MPSH) and will assist in accommodating the over 20% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway or intersection will provide an alternative for drivers who have been displaced from other roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity.

Consequences of Not Completing Project:

Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$237,500	$237,500
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$1,722,000	$1,722,000
Contingency	$0	$0	$0	$0	$712,500	$712,500
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$2,672,000	$2,672,000

Potential Funding Sources:

Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
17th Street from Westerly Terminus to Bluff Road (J)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-19

Project Description:

The project improvements consist of the extension of 17th Street westerly to connect with the future Bluff Road. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity and, barring additional knowledge about contiguous development, accommodates development through-out the City. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:

This segment of arterial roadway is required to complete the City's Master Plan of Streets and Highways (MPSH) and will assist in accommodating the over 20% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway or intersection will provide an alternative for drivers who have been displaced from other roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity.

Consequences of Not Completing Project:

Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$821,750	$821,750
Land Acquisition/Right of Way	$0	$0	$0	$0	$5,009,000	$5,009,000
Construction	$0	$0	$0	$0	$963,000	$963,000
Contingency	$0	$0	$0	$0	$2,465,250	$2,465,250
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$9,259,000	$9,259,000

Potential Funding Sources:

Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

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City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
Bluff Road between 17th Street to Coast Highway (K)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-20

Project Description:

This project consists of the construction of Bluff Road to the standards of a four lane Secondary Arterial roadway. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity. Roughly 60% of the improvement cost is included in (and accommodates) City-wide development with the remainder specifically benefitting adjacent development. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:

This segment of arterial roadway is required to complete the City's Master Plan of Streets and Highways (MPSH) and will assist in accommodating the over 20% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway or intersection will provide an alternative for drivers who have been displaced from other roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity.

Consequences of Not Completing Project:

Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$8,069,500	$8,069,500
Land Acquisition/Right of Way	$0	$0	$0	$0	$49,161,000	$49,161,000
Construction	$0	$0	$0	$0	$9,522,000	$9,522,000
Contingency	$0	$0	$0	$0	$24,208,500	$24,208,500
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$90,961,000	$90,961,000

Potential Funding Sources:

Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
19th Street to Brookhurst (N)	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-21

Project Description:

This improvement consists of the extension of 19th Street form westerly terminus over the Santa Ana riverbed. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity. A quarter of the improvement costs are included in (and benefits) the City-wide cost distributuion with the remainder being financed by regional improvement funds. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:

This segment of arterial roadway is required to complete the City's Master Plan of Streets and Highways (MPSH) and will assist in accommodating the over 20% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway or intersection will provide an alternative for drivers who have been displaced from other roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity.

Consequences of Not Completing Project:

Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$0	$0
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$55,586,717	$55,586,717
Contingency	$0	$0	$0	$0	$0	$0
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$55,586,717	$55,586,717

Potential Funding Sources:

Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
Arches Interchange Improvements	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-22

Project Description:
This project consists improving ramp capacity and constructing through lanes on Pacific Coast Highway and Newport Boulevard to conform with the approved design concept. The project also reconfigures Old Newport Boulevard to connect directly to Santa Ana Avenue. These improvements are required to to accommodate the additional projected traffic volumes resulting from General Plan development. The project increases circulation system capacity. One half of the improvement costs are included in (and accommodates) City-wide development with the remainder being financed by regional improvement funds. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
This improvement will increase the capacity of this key circulation system component which has been identified as the busiest intersetcion in Orange County. The City can expect a 20% increase in the number of daily trip-miles from the current 1,881,341 daily trip-miles to the roughly 2,267,550 daily trip-miles, an increase of 386,209 daily trip-miles. The are limits as to how many additional lane miles can be constructed, thus optimum configuration of this interchange is necessary to complement the existing lane miles of arterial roadways.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$1,707,500	$1,707,500
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$6,830,000	$6,830,000
Contingency	$0	$0	$0	$0	$5,122,500	$5,122,500
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$13,660,000	$13,660,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

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City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
Intelligent Transportation System	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works - Engineering	ST-23

Project Description:

This project consists of the installation of Intelligent Transportation System (ITS) components at key locations that will be impacted by increased traffic. Included are items such as CCTV cameras, traffic operation center improvements and equipment upgrades at signalized intersections. These improvements are required to accommodate the reduction of required pedestrian crossing time on six and eight lane major roads. As a result, the project increases circulation system capacity. One half of the improvement costs are included in (and accommodates) City-wide development with the remainder being financed by regional improvement funds. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:

This project will maximize traffic flow on the roadway network. It will provide the City with the latest tools to coordinate traffic signals, timely identify problems and respond to unanticipated traffic congestion. The City can expect a 20% increase in the number of daily trip-miles over the existing. The are limits as to how many additional lane miles can be constructed, thus optimum configuration of this interchange is necessary to complement the existing lane miles of arterial roadways. There are limits as to how many additional lane miles can be constructed, thus optimum lane mile configuration, turn pockets and pedestrian safety is absolutely necessary to complement the existing lane miles of existing major streets.

Consequences of Not Completing Project:

Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program - Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$535,500	$535,500
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$2,142,000	$2,142,000
Contingency	$0	$0	$0	$0	$1,606,500	$1,606,500
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$4,284,000	$4,284,000

Potential Funding Sources:

Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

(c)

City of Newport Beach
Master Facilities Plan Project Detail

Project Title:	*Program:*
Pedestrian Improvements	Circulation (streets, signals and bridges) System
Submitting Department(s):	*Project No.:*
Public Works – Engineering	ST-24

Project Description:
The project will enhance pedestrian safety and circulation at key areas and includes improvements such as pedestrian over-crossings and signalized pedestrian crossings that are necessary due to maximization of major street widths. These improvements are required to accommodate the reduction of required pedestrian crossing time to cross six and eight lane major roads. As a result, the project increases circulation system capacity. One half of the improvement costs are included in (and benefits) the City-wide cost distributuion with the remainder being financed by regional improvement funds. The project is consistent with the City's Master Plan of Streets and Highways (MPSH).

Justification/Requirement for Project:
These pedestrain improvements will increase the capacity of the road network. Relocating pedestrian crossings and/or coordinating them with adjacent signals reduces the conflicts between pedestrian and motoristss allowing smoothed traffic flow.

Consequences of Not Completing Project:
Failure or inability to widen thoroughfares or make other circulation improvements where warranted and needed would reduce the Level of Service (LOS) traffic flow along these street segments to Level E or F by acting as a bottleneck. Level E is "Unstable Flow", and is identified as "long queues of vehicles waiting upstream of the intersection". Level F, "Forced Flow" creates "jammed conditions, back-ups from other locations which restrict or prevent movement".

Reference Document:	*Project Timing:*
City of Newport Fair Share Fee Program – Intersection Improvement Preliminary Cost Estimates and MPHS (Master Plan of Streets and Highways).	The timing or scheduling of the capital construction or capital outlay acquisition described herein, was not included in the scope of this engagement, thus all project cost default to the "Build-out" column.

PROPOSED EXPENDITURES	*2008-09*	*2009-10*	*2010-11*	*2011-12*	*2012-13 through Build-out*	*Total all Years*
Design/Engineering/Admin.	$0	$0	$0	$0	$1,500,000	$1,500,000
Land Acquisition/Right of Way	$0	$0	$0	$0	$0	$0
Construction	$0	$0	$0	$0	$6,000,000	$6,000,000
Contingency	$0	$0	$0	$0	$4,500,000	$4,500,000
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$12,000,000	$12,000,000

Potential Funding Sources:
Circulation (streets, signals and bridges) System Fair Share Fees, General Fund receipts, miscellaneous grants or potentially a specifically-defined tax measure.

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Appendix B

Expanded Land-use Database

Appendix B

City of Newport Beach
2007–08 Development Impact (Fair Share) Fee Calculation and Nexus Report
Land Use Database – Summary of All Sections

Total – Entire City	Existing Development # of Units	Anticipated Development # of Units	Total G.P. Development # of Units
Low Density Residential	18,702	1,321	20,023
Medium Density Residential	10,974	4,696	15,670
Apartments	9,703	5,374	15,077
Mobile Homes	600	(145)	455
Elderly Residential	200	120	320
Commercial Lodging	3,365	2,221	5,586
Restaurants	115,090	57,760	172,850
Regional Commercial	1,331,000	288,525	1,619,525
General Commercial	4,098,787	1,600,397	5,699,184
General/Medical Office	13,129,386	385,720	13,515,106
Industrial Uses	1,291,079	(143,630)	1,147,449
Warehouse Uses	196,420	1,000	197,420
Hospital Uses (beds)	1,692	377	2,069
Comm. Recreational (acres)	69	0	69
No Other Category (units)	1,115	2	1,117

Appendix C

Calculation of Trip-miles

Appendix C

City of Newport Beach
2007–08 Development Impact (Fair Share) Fee Calculation and Nexus Report
Calculation of Trip–miles, by Land–use

Specific Land–use	Total Units	Trip–ends per Unit	Percent of Diverted Trip–ends	Diverted Trip–ends % Adjustment	Diverted Trip–ends Percent	Percent of Pass–by Trips (1)	Combined Diverted and Pass–by TE's	Remaining Trip TE's % as "Adjustment %"	Adjusted T.E. ate, Adjustmen % X Total Trips	Average Trip Length	Trip–ends X 50.0% X Length	Total Units by Land–use	Total Trip–miles by Land–use	Average Trip–miles per Unit
Low Density Residential	18,702	7.50	11.0	50.0%	5.5	3.0	8.5	91.50%	6.86	7.9	27.1	18,702	506,824	27.10
Med. Density Residentia	10,974	5.64	11.0	50.0%	5.5	3.0	8.5	91.50%	5.16	7.9	20.4	10,974	223,870	20.40
Apartments	9,703	5.37	11.0	50.0%	5.5	3.0	8.5	91.50%	4.91	7.9	19.4	9,703	188,238	19.40
Mobile Homes	600	4.06	11.0	50.0%	5.5	3.0	8.5	91.50%	3.71	7.9	14.7	600	8,820	14.70
Elderly Residential	200	4.90	11.0	50.0%	5.5	3.0	8.5	91.50%	4.48	7.9	17.7	200	3,540	17.70
Hotel Units	134	7.58	38.0	50.0%	19.0	4.0	23.0	77.00%	5.84	7.6	22.2	134	2,975	
Motel Units	3,231	6.08	38.0	50.0%	19.0	4.0	23.0	77.00%	4.68	7.6	17.8	3,231	57,512	
Totals/Average												3,365	60,487	17.98
Restaurant	99,450	51.18	37.0	50.0%	18.5	12.0	30.5	69.50%	35.57	4.7	83.6	99,450	8,314,020	
Fast Food Restaurant	15,640	62.78	37.0	50.0%	18.5	12.0	30.5	69.50%	43.63	4.7	102.5	15,640	1,603,100	
Totals/Average												115,090	9,917,120	86.17
Regional Commercial	1,331,000	23.48	35.0	50.0%	17.5	11.0	28.5	71.50%	16.79	5.2	43.7	1,331,000	58,164,700	43.70
General Commercial	3,823,398	38.24	45.0	50.0%	22.5	15.0	37.5	62.50%	23.90	3.6	43.0	3,823,398	164,406,114	
Auto Dealer/Sales	201,300	34.84	51.0	50.0%	25.5	28.0	53.5	46.50%	16.20	2.8	22.7	201,300	4,569,510	
Yacht Club	51,830	22.71	45.0	50.0%	22.5	15.0	37.5	62.50%	14.19	6.3	44.7	51,830	2,316,801	
Theater (seats)	5,489	0.34	45.0	50.0%	22.5	15.0	37.5	62.50%	0.21	6.1	0.60	5,489	3,293	
Health Club	16,770	22.71	45.0	50.0%	22.5	15.0	37.5	62.50%	14.19	8.8	62.4	16,770	1,046,448	
Totals/Average												4,098,787	172,342,166	42.05
General Office	11,657,109	11.08	19.0	50.0%	9.5	4.0	13.5	86.50%	9.58	8.8	42.2	11,657,109	491,930,000	
Medical Office	959,718	17.38	19.0	50.0%	9.5	4.0	13.5	86.50%	15.03	6.4	48.1	959,718	46,162,436	
Churches/Centers	377,780	6.09	19.0	50.0%	9.5	2.0	11.5	88.50%	5.39	5.1	13.7	377,780	5,175,586	
Research/Development	81,730	7.10	19.0	50.0%	9.5	4.0	13.5	86.50%	6.14	11.7	35.9	81,730	2,934,107	
Pre–school/Day Care	48,050	29.05	19.0	50.0%	9.5	2.0	11.5	88.50%	25.71	4.3	55.3	48,050	2,657,165	
Elementary/Private Sch	4,999	1.30	19.0	50.0%	9.5	2.0	11.5	88.50%	1.15	4.3	2.50	4,999	12,498	
Totals/Average												13,129,386	548,871,792	41.80
Industrial	1,291,079	5.48	19.0	50.0%	9.5	2.0	11.5	88.50%	4.85	9.0	21.80	1,291,079	28,145,522	21.80
Mini–Storage/Warehous	196,420	4.61	19.0	50.0%	9.5	2.0	11.5	88.50%	4.08	9.0	18.40	196,420	3,614,128	18.40
Hospital	1,031	13.57	19.0	50.0%	9.5	2.0	11.5	88.50%	12.01	8.3	49.80	1,031	51,344	
Nursing/Conv. Homes	661	2.00	19.0	50.0%	9.5	2.0	11.5	88.50%	1.77	8.3	7.30	661	4,825	
Totals/Average												1,692	56,169	33.20
Commercial/Recreation	5.1	37.07	45.0	50.0%	22.5	15.0	37.5	62.50%	23.17	6.3	73.00	5	372	
Newport Dunes	64.0	20.02	39.0	50.0%	19.5	9.0	28.5	71.50%	14.31	6.3	45.10	64	2,886	
Totals/Average												69	3,258	47.15
Tennis Club (courts)	60	25.26	39.00	50.0%	19.50	9.0	28.5	71.50%	18.06	6.3	56.90	60	3,414	
Marina (slips)	1,055	2.39	39.00	50.0%	19.50	9.0	28.5	71.50%	1.71	6.3	5.40	1,055	5,697	
Totals/Average												1,115	9,111	8.17

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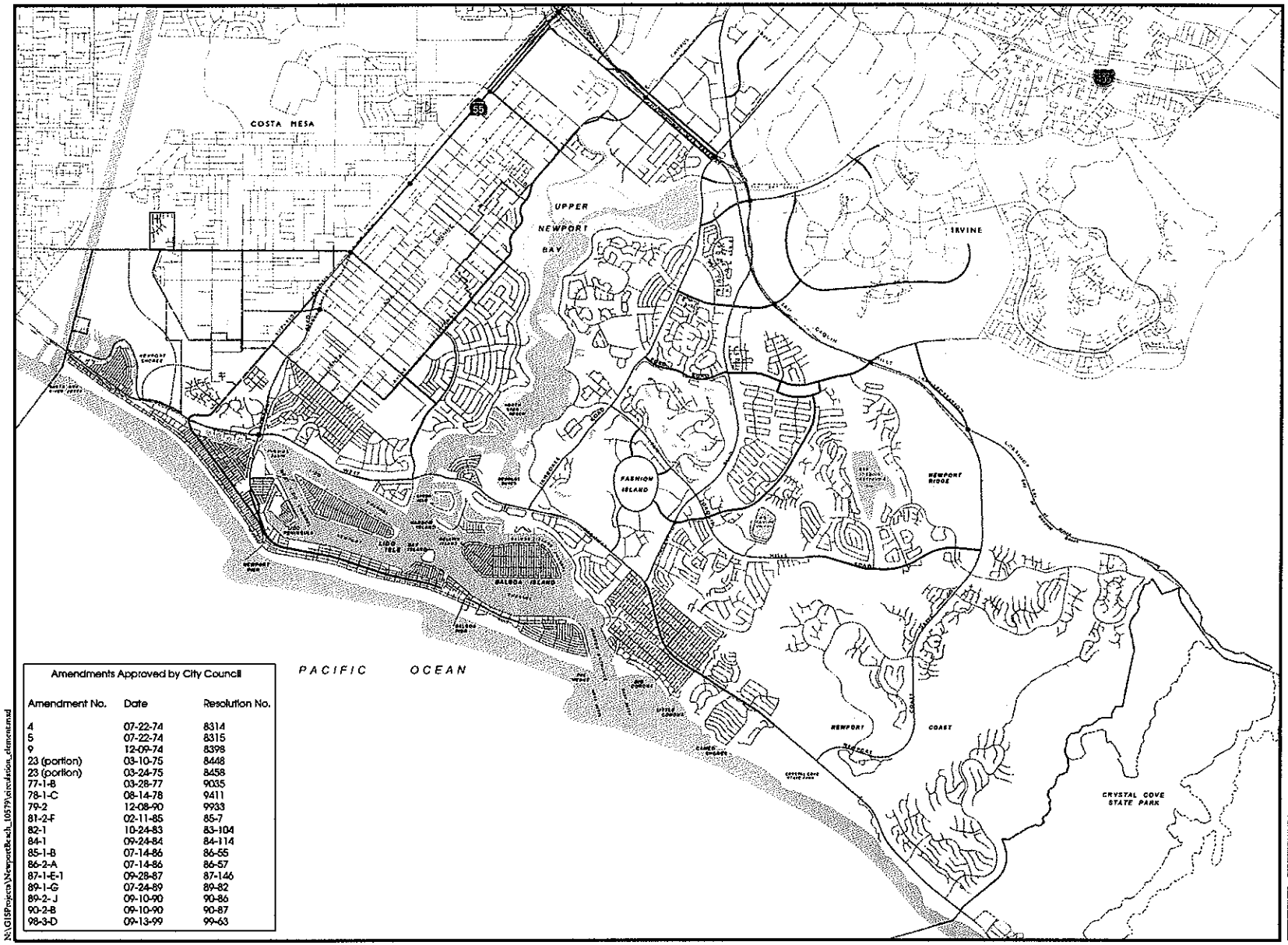

CITY of NEWPORT BEACH
GENERAL PLAN

Figure CE1
MASTER PLAN OF STREETS AND HIGHWAYS

Legend

- ADOPTED INTERCHANGE
- PROPOSED INTERCHANGE
- ROUTES REQUIRING FURTHER COORDINATION **0.75 Miles**
- COMMUTER ROADWAY (TWO LANE UNDIVIDED) **3.24 Miles**
- SECONDARY ROAD (FOUR LANE UNDIVIDED) **16.88 Miles**
- SECONDARY (NOT BUILT) **0.28 Miles**
- PRIMARY ROAD (FOUR LANE DIVIDED) **29.62 Miles**
- PRIMARY ROAD (NOT BUILT) **3.05 Miles**
- MAJOR ROAD (SIX LANE DIVIDED) **30.64 Miles**
- EIGHT LANE ROAD (DIVIDED) **2.81 Miles**
- SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR **5.32 Miles**
- ADOPTED FREEWAY ROUTES **4.48 Miles**
- FUTURE FREEWAY EXTENSION **0.75 Miles**

0 0.5 1
Miles

Source: City of Newport Beach and Urban Crossroads
PROJECT NUMBER: 10579-01
Date: 9/21/06

EIP

Amendments Approved by City Council

Amendment No.	Date	Resolution No.
4	07-22-74	8314
5	07-22-74	8315
9	12-09-74	8398
23 (portion)	03-10-75	8448
23 (portion)	03-24-75	8458
77-1-B	03-28-77	9035
78-1-C	08-14-78	9411
79-2	12-08-90	9933
81-2-F	02-11-85	85-7
82-1	10-24-83	83-104
84-1	09-24-84	84-114
85-1-B	07-14-86	86-55
86-2-A	07-14-86	86-57
87-1-E-1	09-28-87	87-146
89-1-G	07-24-89	89-82
89-2- J	09-10-90	90-86
90-2-B	09-10-90	90-87
98-3-D	09-13-99	99-63

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NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Intersection #1a Bluff Rd & Coast Hwy
Mitigation: Add WB Right Turn, 2 EB Left Turns, 2 SB Left Turns, 2 SB Right Turns

Date: 08/07/2007
Estimated by: P. Chao

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$171,000
2	Clear & Grub	$10,000.00 / AC	1.32	$13,000
3	Remove Striping	$10.00 / LF	4,290	$43,000
4	Remove Curb & Gutter	$30.00 / LF	1,650	$50,000
5	Remove Median Curb	$30.00 / LF	1,890	$57,000
6	Remove PCC Sidewalk	$7.00 / SF	16,500	$116,000
7	Remove Pavement	$4.00 / SF	7,100	$28,000
8	Remove Wall	$10.00 / LF	0	$0
9	Remove Channel	$15.00 / LF	220	$3,000
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	0	$0
13	Sawcut	$1.00 / LF	1,650	$2,000
14	Relocate Street Light	$7,500.00 / EA	9	$68,000
15	Relocate Traffic Signal System	$300,000.00 / EA	0	$0
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	1	$0
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole (Wood)	$25,000.00 / EA	0	$0
21	Relocate Catch Basin	$8,000.00 / EA	2	$16,000
22	Relocate Fire Hydrant	$2,500.00 / EA	0	$0
23	Relocate Bus Bench	$600.00 / EA	1	$1,000
24	Relocate Monument Wall	$5,000.00 / EA	0	$0
25	Relocate Utility Boxes	$500.00 / EA	12	$6,000
26	Relocate Main Water Valve	$5,000.00 / EA	1	$5,000
27	Relocate Utility Vault	$3,000.00 / EA	1	$3,000
28	Adjust Manhole to Grade	$1,500.00 / EA	0	$0
29	Adjust Water Meter	$500.00 / EA	0	$0
30	Adjust Water Valve	$500.00 / EA	1	$1,000
31	Adjust Minor Above Ground Utilities	$500.00 / EA	4	$2,000
32	Modify Driveway	$5,000.00 / EA	0	$0
33	Earthwork	$12.00 / CY	2,700	$32,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	19,200	$269,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	0	$0
38	Construct Striping & Marking	$4.00 / LF	1,650	$7,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	1,650	$50,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	1,640	$33,000
43	Construct Median Concrete	$10.00 / SF	10,660	$107,000
44	Construct Median/Parkway Landscaping	$10.00 / SF	1,710	$17,000
45	Construct PCC Sidewalk	$7.00 / SF	17,700	$124,000
46	Construct Access Ramp	$5,000.00 / EA	4	$20,000
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	150	$150,000
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	120	$2,000
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$98,000
57	Drainage Items	10%	1	$132,000
58	SWPPP Plan and Implementation	6%	1	$87,000
	CONSTRUCTION SUBTOTAL			**$1,713,000**
	Right-of-Way	100 / SF	19,200	$1,920,000
	Right-of-Way Management	5 / %		$96,000
	RIGHT-OF-WAY SUBTOTAL			**$2,016,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$3,729,000**
Preliminary Project Development (10% of total Construction/RW cost)				$373,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$560,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$373,000
Contingency (20% of Total Construction/RW cost)				$746,000
TOTAL PROJECT COSTS				**$5,781,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Intersection #1b 15th Street Extension to Coast Hwy
Mitigation: Two Lanes Northbound and Southbound on 15th Street to Coast Highway.

Date: 08/07/2007
Estimated by: D. Chanley

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$1,060,000
2	Clear & Grub	$10,000.00 / AC	9.25	$93,000
3	Remove Striping	$10.00 / LF	1,496	$15,000
4	Remove Curb & Gutter	$30.00 / LF	2,076	$62,000
5	Remove Median Curb	$30.00 / LF	1,720	$52,000
6	Remove PCC Sidewalk	$7.00 / SF	20,762	$145,000
7	Remove Pavement	$4.00 / SF	0	$0
8	Remove Wall	$10.00 / LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	564	$28,000
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	0	$0
13	Sawcut	$1.00 / LF	2,076	$2,000
14	Relocate Street Light	$7,500.00 / EA	18	$135,000
15	Relocate Traffic Signal System	$300,000.00 / EA	0	$0
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	0	$0
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole (Wood)	$25,000.00 / EA	1	$25,000
21	Relocate Catch Basin	$8,000.00 / EA	3	$24,000
22	Relocate Fire Hydrant	$2,500.00 / EA	0	$0
23	Relocate Bus Bench	$600.00 / EA	1	$1,000
24	Relocate Monument Wall	$5,000.00 / EA	0	$0
25	Relocate Utility Boxes	$500.00 / EA	0	$0
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	5	$15,000
28	Adjust Manhole to Grade	$1,500.00 / EA	1	$2,000
29	Adjust Water Meter	$500.00 / EA	1	$1,000
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	5	$3,000
32	Modify Driveway	$5,000.00 / EA	1	$5,000
33	Earthwork (*)	$100.00 / LF	3,900	$390,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	348,882	$4,884,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	0	$0
38	Construct Striping & Marking	$4.00 / LF	5,117	$20,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	7,642	$229,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	8,823	$176,000
43	Construct Median Concrete	$10.00 / SF	0	$0
44	Construct Median/Parkway Landscaping	$10.00 / SF	69,478	$695,000
45	Construct PCC Sidewalk	$7.00 / SF	76,423	$535,000
46	Construct Access Ramp	$5,000.00 / EA	8	$40,000
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$606,000
57	Drainage Items	10%	1	$818,000
58	SWPPP Plan and Implementation	6%	1	$540,000
	CONSTRUCTION SUBTOTAL			**$10,601,000**
	Right-of-Way	100 / SF	402,600	$40,260,000
	Right-of-Way Management	5 / %		$2,013,000
	RIGHT-OF-WAY SUBTOTAL			**$42,273,000**
	TOTAL CONSTRUCTION & RIGHT-OF-WAY COST			**$52,874,000**
	Preliminary Project Development (10% of total Construction/RW cost)			$5,288,000
	Design Engineering/Administration Costs (15% of total Construction/RW cost)			$7,932,000
	Construction Engineering Costs/Administration (10% of total Construction/RW cost)			$5,288,000
	Contingency (20% of Total Construction/RW cost)			$10,575,000
	TOTAL PROJECT COSTS			**$81,957,000**

NOTE: (*) The Unit Price of Earthwork of $100.00/LF is based on 104 ft of road width from RW to RW, average depth of 10 ft for cut and fill and $2.50/CY

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Intersection # 6 Newport Blvd & 32nd St
Mitigation: Add 2nd WB LT lane, EB LT lane, 3rd SB T lane, NB 3rd T lane

Date: 08/07/2007
Estimated by: S. Foster

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$101,000
2	Clear & Grub	$10,000.00 / AC	0.0	$0
3	Remove Striping	$10.00 / LF	1,300	$13,000
4	Remove Curb & Gutter	$30.00 / LF	740	$22,000
5	Remove Median Curb	$30.00 / LF	150	$5,000
6	Remove PCC Sidewalk	$7.00 / SF	4,550	$32,000
7	Remove Pavement	$4.00 / SF	0	$0
8	Remove Wall	$10.00 / LF	130	$1,000
9	Remove Channel	$15.00 / LF	65	$1,000
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	6	$18,000
13	Sawcut	$1.00 / LF	740	$1,000
14	Relocate Street Light	$7,500.00 / EA	9	$68,000
15	Relocate Traffic Signal System	$300,000.00 / EA	1	$300,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	4	$1,000
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole	$25,000.00 / EA	0	$0
21	Relocate Catch Basin	$8,000.00 / EA	3	$24,000
22	Relocate Fire Hydrant	$2,500.00 / EA	0	$0
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Wall	$5,000.00 / EA	1	$5,000
25	Relocate Utility Boxes	$500.00 / EA	7	$4,000
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	1	$3,000
28	Adjust Manhole to Grade	$1,500.00 / EA	9	$14,000
29	Adjust Water Meter	$500.00 / EA	0	$0
30	Adjust Water Valve	$500.00 / EA	2	$1,000
31	Adjust Minor Above Ground Utilities	$500.00 / EA	5	$3,000
32	Modify Driveway	$5,000.00 / EA	4	$20,000
33	Earthwork	$12.00 / CY	650	$8,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	4,500	$63,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	80,500	$20,000
38	Construct Striping & Marking	$4.00 / LF	1,300	$5,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	740	$22,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	100	$2,000
43	Construct Median Concrete	$10.00 / SF	230	$2,000
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	4,550	$32,000
46	Construct Access Ramp	$5,000.00 / EA	6	$30,000
47	Construct Retaining Wall	$50.00 / SF	90	$5,000
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	1	$0
56	Traffic Control	8%	1	$58,000
57	Drainage Items	10%	1	$78,000
58	SWPPP Plan and Implementation	6%	1	$52,000
	CONSTRUCTION SUBTOTAL			**$1,014,000**
	Right-of-Way	100 / SF	135	$13,500
	Right-of-Way Management	5 / %		$1,000
	RIGHT-OF-WAY SUBTOTAL			**$14,500**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$1,029,000**
Preliminary Project Development (10% of total Construction/RW cost)				$103,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$155,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$103,000
Contingency (20% of Total Construction/RW cost)				$206,000
TOTAL PROJECT COSTS				**$1,596,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Intersection #7 Riverside Ave & Coast Hwy
Mitigation: Add 2nd EB LT lane, 3rd EB T lane, Eliminate WB RT lane

Date: 08/07/2007
Estimated by: S. Foster/J. McNeill

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$145,000
2	Clear & Grub	$10,000.00 / AC	0.1	$1,000
3	Remove Striping	$10.00 / LF	1,420	$14,000
4	Remove Curb & Gutter	$30.00 / LF	1,150	$35,000
5	Remove Median Curb	$30.00 / LF	1,015	$30,000
6	Remove PCC Sidewalk	$7.00 / SF	12,630	$88,000
7	Remove Pavement	$4.00 / SF	4,090	$16,000
8	Remove Wall	$10.00 / LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	0	$0
13	Sawcut	$1.00 / LF	2,520	$3,000
14	Relocate Street Light	$7,500.00 / EA	2	$15,000
15	Relocate Traffic Signal System	$300,000.00 / EA	1	$300,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	6	$2,000
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole	$25,000.00 / EA	0	$0
21	Relocate Catch Basin	$8,000.00 / EA	2	$16,000
22	Relocate Fire Hydrant	$2,500.00 / EA	1	$3,000
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Wall	$5,000.00 / EA	2	$10,000
25	Relocate Utility Boxes	$500.00 / EA	13	$7,000
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	2	$6,000
28	Adjust Manhole to Grade	$1,500.00 / EA	12	$18,000
29	Adjust Water Meter	$500.00 / EA	20	$10,000
30	Adjust Water Valve	$500.00 / EA	1	$1,000
31	Adjust Minor Above Ground Utilities	$500.00 / EA	7	$4,000
32	Modify Driveway	$5,000.00 / EA	6	$30,000
33	Earthwork	$12.00 / CY	1,450	$17,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	13,800	$193,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	106,600	$27,000
38	Construct Striping & Marking	$4.00 / LF	1,420	$6,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	952	$29,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	750	$15,000
43	Construct Median Concrete	$10.00 / SF	2,370	$24,000
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	9,000	$63,000
46	Construct Access Ramp	$5,000.00 / EA	2	$10,000
47	Construct Retaining Wall	$50.00 / SF		$0
48	Construct Storm Drain Main	$100.00 / LF		$0
49	Construct RCB	$1,000.00 / LF		$0
50	Construct Headwall	$5,000.00 / EA		$0
51	Construct Concrete V-Ditch	$15.00 / LF		$0
52	Construct Bridge Widening	$500.00 / SF		$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF		$0
54	Construct Wall	$70.00 / LF		$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	4,120	$41,000
56	Traffic Control	8%	1	$83,000
57	Drainage Items	10%	1	$112,000
58	SWPPP Plan and Implementation	6%	1	$74,000
	CONSTRUCTION SUBTOTAL			**$1,448,000**
	Right-of-Way	100 / SF	6,840	$684,000
	Right-of-Way Management	5 / %		$34,000
	RIGHT-OF-WAY SUBTOTAL			**$718,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$2,166,000**
Preliminary Project Development (10% of total Construction/RW cost)				$217,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$325,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$217,000
Contingency (20% of Total Construction/RW cost)				$434,000
TOTAL PROJECT COSTS				**$3,359,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Intersection #8 Tustin Ave & Coast Hwy
Mitigation: Add 3rd EB T lane

Date: 08/07/2007
Estimated by: S. Foster/J. McNeill

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$161,000
2	Clear & Grub	$10,000.00 / AC	0	$0
3	Remove Striping	$10.00 / LF	1,050	$11,000
4	Remove Curb & Gutter	$30.00 / LF	875	$26,000
5	Remove Median Curb	$30.00 / LF	570	$17,000
6	Remove PCC Sidewalk	$7.00 / SF	9,100	$64,000
7	Remove Pavement	$4.00 / SF	1,200	$5,000
8	Remove Wall	$10.00 / LF		$0
9	Remove Channel	$15.00 / LF		$0
10	Remove/Replace Chain Link Fence	$50.00 / LF		$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF		$0
12	Remove & Relocate Tree	$3,000.00 / EA	13	$39,000
13	Sawcut	$1.00 / LF	875	$1,000
14	Relocate Street Light	$7,500.00 / EA	1	$8,000
15	Relocate Traffic Signal System	$300,000.00 / EA	1	$300,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	8	$2,000
18	Reconstruct Overhead Sign	$50,000.00 / EA		$0
19	Relocate Call Box	$2,000.00 / EA		$0
20	Relocate Power Pole (Wood)	$25,000.00 / EA		$0
21	Relocate Catch Basin	$8,000.00 / EA	2	$16,000
22	Relocate Fire Hydrant	$2,500.00 / EA	1	$3,000
23	Relocate Bus Bench	$600.00 / EA	20	$12,000
24	Relocate Monument Wall	$5,000.00 / EA	5	$25,000
25	Relocate Utility Boxes	$500.00 / EA	15	$8,000
26	Relocate Main Water Valve	$5,000.00 / EA		$0
27	Relocate Utility Vault	$3,000.00 / EA	6	$18,000
28	Adjust Manhole to Grade	$1,500.00 / EA	14	$21,000
29	Adjust Water Meter	$500.00 / EA	17	$9,000
30	Adjust Water Valve	$500.00 / EA		$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	16	$8,000
32	Modify Driveway	$5,000.00 / EA	5	$25,000
33	Earthwork	$12.00 / CY	1,200	$14,000
34	Construct PCC Pavement	$15.00 / SF		$0
35	Construct AC Pavement	$14.00 / SF	9,400	$132,000
36	Construct AC Overlay	$3.00 / SF		$0
37	Construct Slurry Seal	$0.25 / SF	93,200	$23,000
38	Construct Striping & Marking	$4.00 / LF	1,050	$4,000
39	Construct AC Dike	$7.00 / LF		$0
40	Construct Curb & Gutter	$30.00 / LF	840	$25,000
41	Construct Concrete Barrier	$50.00 / LF		$0
42	Construct Median Curb	$20.00 / LF	450	$9,000
43	Construct Median Concrete	$10.00 / SF	1,650	$17,000
44	Construct Median/Parkway Landscaping	$10.00 / SF		$0
45	Construct PCC Sidewalk	$7.00 / SF	6,400	$45,000
46	Construct Access Ramp	$5,000.00 / EA	2	$10,000
47	Construct Retaining Wall	$50.00 / SF		$0
48	Construct Storm Drain Main	$100.00 / LF		$0
49	Construct RCB	$1,000.00 / LF		$0
50	Construct Headwall	$5,000.00 / EA		$0
51	Construct Concrete V-Ditch	$15.00 / LF		$0
52	Construct Bridge Widening	$500.00 / SF		$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF		$0
54	Construct Wall	$70.00 / LF		$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	4,720	$47,000
56	Building/Structure Demolition (2 Story)	$15.00 / SF	14,620	$219,000
57	Traffic Control	8%	1	$76,000
58	Drainage Items	10%	1	$124,000
59	SWPPP Plan and Implementation	6%	1	$82,000
	CONSTRUCTION SUBTOTAL			**$1,606,000**
	Right-of-Way	100 / SF	10,800	$1,080,000
	Right-of-Way Management	5 / %		$54,000
	RIGHT-OF-WAY SUBTOTAL			**$1,134,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$2,740,000**
Preliminary Project Development (10% of total Construction/RW cost)				$274,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$411,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$274,000
Contingency (20% of Total Construction/RW cost)				$548,000
TOTAL PROJECT COSTS				**$4,247,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Intersection # 9 MacArthur Blvd & Campus Dr
Mitigation: Add 2nd NB L lane, Add SB T/RT, Eliminate SB through

Date: 08/07/2007
Estimated by: S. Foster

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%	1	$95,000
2	Clear & Grub	$10,000.00 / AC	0.1	$1,000
3	Remove Striping	$10.00 / LF	1,300	$13,000
4	Remove Curb & Gutter	$30.00 / LF	850	$26,000
5	Remove Median Curb	$30.00 / LF	50	$2,000
6	Remove PCC Sidewalk	$7.00 / SF	2,950	$21,000
7	Remove Pavement	$4.00 / SF	0	$0
8	Remove Wall	$10.00 / LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	15	$45,000
13	Sawcut	$1.00 / LF	850	$1,000
14	Relocate Street Light	$7,500.00 / EA	3	$23,000
15	Relocate Traffic Signal System	$300,000.00 / EA	1	$300,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	3	$1,000
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole (wooden)	$25,000.00 / EA	0	$0
21	Relocate Catch Basin	$8,000.00 / EA	1	$8,000
22	Relocate Fire Hydrant	$2,500.00 / EA	3	$8,000
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Wall	$5,000.00 / EA	0	$0
25	Relocate Utility Boxes	$500.00 / EA	9	$5,000
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	3	$9,000
28	Adjust Manhole to Grade	$1,500.00 / EA	1	$2,000
29	Adjust Water Meter	$500.00 / EA	0	$0
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	1	$1,000
32	Modify Driveway	$5,000.00 / EA	8	$40,000
33	Earthwork	$12.00 / CY	500	$6,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	5,000	$70,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	72,200	$18,000
38	Construct Striping & Marking	$4.00 / LF	1,300	$5,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	850	$26,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	50	$1,000
43	Construct Median Concrete	$10.00 / SF	120	$1,000
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	2,750	$19,000
46	Construct Access Ramp	$5,000.00 / EA	5	$25,000
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$54,000
57	Drainage Items	10%	1	$73,000
58	SWPPP Plan and Implementation	6%	1	$48,000
	CONSTRUCTION SUBTOTAL			**$947,000**
	Right-of-Way	100 / SF	4,000	$400,000
	Right-of-Way Management	5 / %	1	$20,000
	RIGHT-OF-WAY SUBTOTAL			**$420,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$1,367,000**
Preliminary Project Development (10% of total Construction/RW cost)				$137,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$206,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$137,000
Contingency (20% of Total Construction/RW cost)				$274,000
TOTAL PROJECT COSTS				**$2,121,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Intersection #13 Jamboree Rd & Campus Dr
Mitigation: Eliminate EB Free RT lane, Add NB RT lane, Add 4th SB T lane

Date: 08/07/2007
Estimated by: S. Foster/J. McNeill

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$129,000
2	Clear & Grub	$10,000.00 / AC	0.3	$3,000
3	Remove Striping	$10.00 / LF	750	$8,000
4	Remove Curb & Gutter	$30.00 / LF	1,050	$32,000
5	Remove Median Curb	$30.00 / LF	0	$0
6	Remove PCC Sidewalk	$7.00 / SF	2,400	$17,000
7	Remove Pavement	$4.00 / SF	1,000	$4,000
8	Remove Wall	$10.00 LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	14	$42,000
13	Sawcut	$1.00 / LF	1,050	$1,000
14	Relocate Street Light	$7,500.00 / EA	4	$30,000
15	Relocate Traffic Signal System	$300,000.00 / EA	1	$300,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	2	$1,000
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Power Pole (Wood)	$25,000.00 / EA	3	$75,000
20	Relocate Power Pole (Steel)	$100,000.00 / EA	1	$100,000
21	Relocate Catch Basin	$8,000.00 / EA	0	$0
22	Relocate Fire Hydrant	$2,500.00 / EA	0	$0
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Wall	$5,000.00 / EA	0	$0
25	Relocate Utility Boxes	$500.00 / EA	9	$5,000
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	2	$6,000
28	Adjust Manhole to Grade	$1,500.00 / EA	7	$11,000
29	Adjust Water Meter	$500.00 / EA	6	$3,000
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	1	$1,000
32	Modify Driveway	$5,000.00 / EA	2	$10,000
33	Earthwork	$12.00 / CY	900	$11,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	14,150	$198,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	4,000	$1,000
38	Construct Striping & Marking	$4.00 / LF	750	$3,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	900	$27,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	0	$0
43	Construct Median Concrete	$10.00 / SF	0	$0
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	1,860	$13,000
46	Construct Access Ramp	$5,000.00 / EA	4	$20,000
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$74,000
57	Drainage Items	10%	1	$100,000
58	SWPPP Plan and Implementation	6%	1	$66,000
	CONSTRUCTION SUBTOTAL			**$1,291,000**
	Right-of-Way	100 / SF	6,100	$610,000
	Right-of-Way Management	5 / %		$31,000
	RIGHT-OF-WAY SUBTOTAL			**$641,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$1,932,000**
Preliminary Project Development (10% of total Construction/RW cost)				$194,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$290,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$194,000
Contingency (20% of Total Construction/RW cost)				$387,000
TOTAL PROJECT COSTS				**$2,997,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Intersection #15 Campus Dr & Bristol St North
Mitigation: Add 4th NB T Lane, Add 3rd SB RT Lane, Add 5th WB T Lane

Date: 08/07/2007
Estimated by: J. McNeill

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$962,000
2	Clear & Grub	$10,000.00 / AC	1.0	$10,000
3	Remove Striping	$10.00 / LF	1,400	$14,000
4	Remove Curb & Gutter	$30.00 / LF	3,500	$105,000
5	Remove Median Curb	$30.00 / LF	1,060	$32,000
6	Remove PCC Sidewalk	$7.00 / SF	14,700	$103,000
7	Remove Pavement	$4.00 / SF	0	$0
8	Remove Wall	$10.00 / LF	250	$3,000
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	600	$30,000
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	75	$5,000
12	Remove & Relocate Tree	$3,000.00 / EA	125	$375,000
13	Sawcut	$1.00 / LF	4,170	$4,000
14	Relocate Street Light	$7,500.00 / EA	4	$30,000
15	Relocate Traffic Signal System	$300,000.00 / EA	2	$525,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	20	$6,000
18	Reconstruct Overhead Sign	$50,000.00 / EA	1	$50,000
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole (Wood)	$25,000.00 / EA	0	$0
21	Relocate Catch Basin	$8,000.00 / EA	5	$40,000
22	Relocate Fire Hydrant	$2,500.00 / EA	4	$10,000
23	Relocate Bus Bench	$600.00 / EA	1	$1,000
24	Relocate Monument Wall	$5,000.00 / EA	1	$5,000
25	Relocate Utility Boxes	$500.00 / EA	22	$11,000
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	1	$3,000
28	Relocate Water Facility	$200,000.00 / LS	1	$200,000
29	Relocate Electrical Facility	$100,000.00 / LS	1	$100,000
30	Adjust Manhole to Grade	$1,500.00 / EA	1	$2,000
31	Adjust Water Meter	$500.00 / EA	12	$6,000
32	Modify Driveway	$5,000.00 / EA	9	$45,000
33	Earthwork	$12.00 / CY	6,400	$77,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	48,500	$679,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	101,610	$25,000
38	Construct Striping & Marking	$4.00 / LF	2,350	$9,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	3,300	$99,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	950	$19,000
43	Construct Median Concrete	$10.00 / SF	0	$0
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	14,700	$103,000
46	Construct Access Ramp	$5,000.00 / EA	5	$25,000
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	7,600	$3,800,000
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	26,150	$262,000
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	6,600	$66,000
56	Traffic Control	8%	1	$550,000
57	Drainage Items	10%	1	$743,000
58	SWPPP Plan and Implementation	6%	1	$490,000
	CONSTRUCTION SUBTOTAL			**$9,624,000**
	Right-of-Way	100 / SF	10,250	$1,025,000
	Right-of-Way Management	5 / %		$51,000
	RIGHT-OF-WAY SUBTOTAL			**$1,076,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$10,700,000**
Preliminary Project Development (10% of total Construction/RW cost)				$1,070,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$1,605,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$1,070,000
Contingency (20% of Total Construction/RW cost)				$2,140,000
TOTAL PROJECT COSTS				**$16,585,000**

RBF CONSULTING

CITY OF NEWPORT BEACH

ENGINEER'S COST ESTIMATE
JAMBOREE ROAD/SR-73 OVERCROSSING

Item Number		Item Code	Item Description	Unit	Cost	PROJECT TOTAL Estimated Quantities	PROJECT TOTAL Item Cost
1			**EARTHWORK**				
1.01		074017	Prepare Water Pollution Control Plan	LS	$2,000	Lump Sum	$2,000
1.02		074019	Prepare Storm Water Pollution Prevention Plan	LS	$5,000	Lump Sum	$5,000
1.03		074020	Water Pollution Control	LS	$31,000	Lump Sum	$31,000
1.04		170101	Develop Water Supply	LS	$10,000	Lump Sum	$10,000
1.05		190110	Lead Compliance Plan	LS	$10,000	Lump Sum	$10,000
1.06		160101	Clearing and Grubbing	LS	$50,000	Lump Sum	$50,000
1.07		190101	Roadway Excavation	CY	$25	3,500	$87,500
			-Subtotal-				**$193,500**
2			**ROADWAY ITEMS**				
2.01		153214	Remove Concrete Curb (Median)	LF	$5	1,830	$9,150
2.02		153215	Remove Concrete (Curb and Gutter)	LF	$8	1,330	$10,640
2.03		153218	Remove Concrete Sidewalk	SF	$3	11,310	$33,930
2.04			Remove Median (Hardscape Area)	SF	$2	5,680	$11,360
2.05		150608	Remove Chain Link Fence	LF	$15	45	$675
2.06		160120	Remove Tree	EA	$500	6	$3,000
2.07			Remove Hand Rails	EA	$100	2	$200
2.08			Remove Concrete (Pad and Walls)	EA	$350	1	$350
2.09			Remove Concrete (Side Gutter)	LF	$8	440	$3,520
2.10		153221	Remove Concrete Barrier & Fence	LF	$30	90	$2,700
2.11			Remove Concrete (Curb Ramp)	EA	$300	4	$1,200
2.12		150662	Remove Metal Beam Guard Rail	LF	$15	420	$6,300
2.13		204031	Transplant Palm Tree	EA	$3,000	4	$12,000
2.14		152431	Adjust Storm Drain Manhole to Grade	EA	$750	1	$750
2.15			Adjust Water Vault Frame and Cover to Grade	EA	$2,000	2	$4,000
2.16			Relocate City Street Light	EA	$7,500	6	$45,000
2.17			Relocate Street Light Hand Hole and Conduit	EA	$2,900	6	$17,400
2.18			Relocate Back Bay Court Sign	EA	$2,500	2	$5,000
2.19			Exist Air Release Valve Can to be adjusted to grade by IRWD	EA	$2,000	1	$2,000
2.20			Exist Telephone Manhole to be adjusted to grade by AT&T	EA	$1,000	1	$1,000
2.21			Exist Water Valve to be adjusted to grade by IRWD	EA	$1,000	1	$1,000
2.22			Exist Electrical Vault to be adjusted to grade by SCE	EA	$3,000	1	$3,000
2.23			Exist Electrical Pullbox to be adjusted to grade by SCE	EA	$900	1	$900
2.24		250201	Class 2 Aggregate Subbase	CY	$70	30	$2,100
2.25		260201	Class 2 Aggregate Base	CY	$70	560	$39,200
2.26		390102	Asphalt Concrete (Type A)	TON	$100	810	$81,000
2.27		390171	Asphalt Concrete Base (Type A)	TON	$90	100	$9,000
2.28			Modified 8" Type C PCC Curb and Gutter	LF	$18	400	$7,200
2.29			8" Type C PCC Curb and Gutter	LF	$18	760	$13,680
2.30			8" Type B PCC Curb	LF	$15	1,850	$27,750
2.31			Concrete Side Gutter	LF	$20	45	$900
2.32			Concrete Retaining Curb and Gutter	LF	$60	320	$19,200
2.33		510509	Minor Concrete (Median Paving)	SF	$10	3,800	$38,000
2.34		731521	Minor Concrete (Sidewalk)	SF	$8	9,800	$78,400
2.35		731623	Minor Concrete (Curb Ramp)	EA	$1,000	4	$4,000
2.36			Modified Concrete Barrier (Type 26A) and Chain Link Fence	LF	$120	100	$12,000
2.37		839701	Concrete Barrier (Type 60)	LF	$75	450	$33,750
2.38			Type 6B Retaining Wall and Hand Railing	EA	$400,000	1	$400,000
2.39			Concrete Stairway and Hand Railing	EA	$50,000	1	$50,000
			-Subtotal-				**$991,255**
3			**DRAINAGE**				
3.01		150820	Remove Inlet	EA	$2,000	1	$2,000
3.02		510502	Minor Concrete (Minor Structure)	CY	$1,750	4	$7,000
3.03		620909	18" AP	LF	$250	26	$6,500
			-Subtotal-				**$15,500**
4			**SPECIALTY ITEMS**				
4.01		074026	Temporary Mulch	CF	1.00	10000	$10,000
4.02			Temporary Median Drainage Swale	LS	10,000.00	1	$10,000
4.03		074028	Temporary Fiber Roll	LF	5.00	5000	$25,000
4.04		074031	Temporary Gravel Bag Berm	LF	20.00	5000	$100,000
4.05		074041	Street Sweeping	LS	50,000.00	1	$50,000
4.06		074038	Temporary Drainage Inlet Protection	EA	250.00	20	$5,000
4.07		074033	Temporary Construction Entrance	EA	3,000.00	2	$6,000
4.08		074028	Temporary Fiber Roll	LF	$5	1000	$5,000
4.09		074034	Temporary Cover	SF	$0	4000	$1,600
4.1		074032	Temporary Concrete Washout Facility	EA	$2,000	1	$2,000
4.11			Erosion Control/Hydro-seed	SF	$1	15000	$15,000
4.12		200001	Highway Planting	LS	$25,838	Lump Sum	$25,838
4.13		204099	Plant Establishment Work (250 Days) (CT R/W Only)	LS	$12,000	Lump Sum	$12,000
4.14		208731	8" CHDPE Pipe (Irrigation Sleeve)	FT	$24	150	$3,600

RBF CONSULTING

CITY OF NEWPORT BEACH

ENGINEER'S COST ESTIMATE
JAMBOREE ROAD/SR-73 OVERCROSSING

						PROJECT TOTAL	
Item Number		Item Code	Item Description	Unit	Cost	Estimated Quantities	Item Cost
4.15		208000	Irrigation System	LS	$31,198	Lump Sum	$31,198
4.16		66208	Repair Exlsting Irrgation System	LS	$500	Lump Sum	$500
4.17		66230	Apply Pesticides	LS	$500	Lump Sum	$500
4.18		999999	Mobilization	LS	$196,681	Lump Sum	$196,681
			-Subtotal-				**$232,479**
5			**TRAFFIC ITEMS**				
5.01		120100	Construction Traffic Control System	LS	$177,800	Lump Sum	$177,800
5.02			Signal & Lighting Jamboree Road and Bristol Street	LS	$80,000	Lump Sum	$80,000
5.03			Signal & Lighting Jamboree Road and Bristol Street North	LS	$80,000	Lump Sum	$80,000
5.04			Lighting & Sign Illumination	LS	$0	Lump Sum	$0
5.05			Pavement Delineation	LS	$29,000	Lump Sum	$29,000
5.06			Remove Existing Striping	LS	$8,200	Lump Sum	$8,200
5.07		861503	Modify Lighting (Bridge)	LS	$61,500	Lump Sum	$61,500
5.08			Remove Bridge Mounted Overhead Sign	LS	$5,000	Lump Sum	$5,000
5.09			Bridge Mounted Overhead Sign	LS	$85,880	Lump Sum	$85,880
5.1			Roadway Signage	LS	$6,700	Lump Sum	$6,700
			-Subtotal-				**$534,080**
6			**STRUCTURAL ITEMS**				
6.01			Jamboree Road Bridge Widening	LS	$2,000,000	Lump Sum	$2,000,000
			-Subtotal-				**$2,730,360**
			SUBTOTAL ROADWAY & STRUCTURAL ITEMS				**$4,464,695**
			10% Contingency				$446,470
			TOTAL PROJECT COSTS				**$4,911,165**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Intersection #49 MacArthur Blvd & Ford Rd/Bonita Canyon Dr
Mitigation: Add 3rd NB RT lane, Eliminate NB Free RT lane, Add NB RT lane

Date: 08/07/2007
Estimated by: P. Chao

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$122,000
2	Clear & Grub	$10,000.00 / AC	0.10	$1,000
3	Remove Striping	$10.00 / LF	1,760	$18,000
4	Remove Curb & Gutter	$30.00 / LF	1,230	$37,000
5	Remove Median Curb	$30.00 / LF	1,060	$32,000
6	Remove PCC Sidewalk and Median	$7.00 / SF	19,650	$138,000
7	Remove Pavement	$4.00 / SF	2,750	$11,000
8	Remove Wall	$10.00 / LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	0	$0
13	Sawcut	$1.00 / LF	2,290	$2,000
14	Relocate Street Light	$7,500.00 / EA	5	$38,000
15	Relocate Traffic Signal System	$300,000.00 / EA	0.5	$150,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	3	$1,000
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole (Wood)	$25,000.00 / EA	1	$25,000
21	Relocate Catch Basin	$8,000.00 / EA	1	$8,000
22	Relocate Fire Hydrant	$2,500.00 / EA	2	$5,000
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Wall	$5,000.00 / EA	0	$0
25	Relocate Utility Boxes	$500.00 / EA	16	$8,000
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	1	$3,000
28	Adjust Manhole to Grade	$1,500.00 / EA	5	$8,000
29	Adjust Water Meter	$500.00 / EA	0	$0
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	0	$0
32	Modify Driveway	$5,000.00 / EA	0	$0
33	Earthwork	$12.00 / CY	800	$10,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	10,400	$146,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	117,000	$29,000
38	Construct Striping & Marking	$4.00 / LF	1,760	$7,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	1,230	$37,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	1,060	$21,000
43	Construct Median Concrete	$10.00 / SF	1,250	$13,000
44	Construct Median/Parkway Landscaping	$10.00 / SF		$0
45	Construct PCC Sidewalk	$7.00 / SF	14,760	$103,000
46	Construct Access Ramp	$5,000.00 / EA	4	$20,000
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$70,000
57	Drainage Items	10%	1	$94,000
58	SWPPP Plan and Implementation	6%	1	$62,000
	CONSTRUCTION SUBTOTAL			**$1,219,000**
	Right-of-Way	100 / SF	4,800	$480,000
	Right-of-Way Management	5 / %		$24,000
	RIGHT-OF-WAY SUBTOTAL			**$504,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$1,723,000**
Preliminary Project Development (10% of total Construction/RW cost)				$173,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$259,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$173,000
Contingency (20% of Total Construction/RW cost)				$345,000
TOTAL PROJECT COSTS				**$2,673,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Intersection #50 MacArthur Blvd & San Joaquin Hills Rd
Mitigation: Add 3rd SB LT, 3rd EB LT, EB RT, NB T, 2 WB RT, Eliminate NB RT, WB Free RT

Date: 08/07/2007
Estimated by: P. Chao/J. McNeill

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%	1	$179,000
2	Clear & Grub	$10,000.00 / AC	0.15	$2,000
3	Remove Striping	$10.00 / LF	2,880	$29,000
4	Remove Curb & Gutter	$30.00 / LF	1,735	$52,000
5	Remove Median Curb	$30.00 / LF	1,415	$42,000
6	Remove PCC Sidewalk	$7.00 / SF	18,328	$128,000
7	Remove Pavement	$4.00 / SF	1,250	$5,000
8	Remove Wall	$10.00 LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	11	$33,000
13	Sawcut	$1.00 / LF	2,880	$3,000
14	Relocate Street Light	$7,500.00 / EA	11	$83,000
15	Relocate Traffic Signal System	$300,000.00 / EA	1	$225,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	8	$2,000
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole (Steel)	$25,000.00 / EA	1	$25,000
21	Relocate Catch Basin	$8,000.00 / EA	8	$64,000
22	Relocate Fire Hydrant	$2,500.00 / EA	0	$0
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Wall	$5,000.00 / EA	2	$10,000
25	Relocate Utility Boxes	$500.00 / EA	6	$3,000
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	0	$0
28	Adjust Manhole to Grade	$1,500.00 / EA	1	$2,000
29	Adjust Water Meter	$500.00 / EA	0	$0
30	Adjust Water Valve	$500.00 / EA	8	$4,000
31	Adjust Minor Above Ground Utilities	$500.00 / EA	0	$0
32	Modify Driveway	$5,000.00 / EA	0	$0
33	Earthwork	$12.00 / CY	2,779	$33,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	17,025	$238,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	122,100	$31,000
38	Construct Striping & Marking	$4.00 / LF	2,880	$12,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	1,735	$52,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	1,415	$28,000
43	Construct Median Concrete	$10.00 / SF	0	$0
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	20,447	$143,000
46	Construct Access Ramp	$5,000.00 / EA	6	$30,000
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$102,000
57	Drainage Items	10%	1	$138,000
58	SWPPP Plan and Implementation	6%	1	$91,000
	CONSTRUCTION SUBTOTAL			**$1,789,000**
	Right-of-Way	100 / SF	12,240	$1,224,000
	Right-of-Way Management	5 / %		$61,000
	RIGHT-OF-WAY SUBTOTAL			**$1,285,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$3,074,000**
Preliminary Project Development (10% of total Construction/RW cost)				$308,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$462,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$308,000
Contingency (20% of Total Construction/RW cost)				$615,000
TOTAL PROJECT COSTS				**$4,767,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Location A Coast Hwy - From Newport Boulevard to Dover Street
Mitigation: Construct Arterial

Date: 08/07/2007
Estimated by: C. Davis

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$558,000
2	Clear & Grub	$10,000.00 / AC	0.00	$0
3	Remove Striping	$10.00 / LF	0	$0
4	Remove Curb & Gutter	$30.00 / LF	5,475	$164,000
5	Remove Median Curb	$30.00 / LF	0	$0
6	Remove PCC Sidewalk	$7.00 / SF	35,270	$247,000
7	Remove Pavement	$4.00 / SF	64,710	$259,000
8	Remove Wall	$10.00 / LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	0	$0
13	Sawcut	$1.00 / LF	0	$0
14	Install Street Light	$7,500.00 / EA	40	$300,000
15	Relocate Traffic Signal System	$300,000.00 / EA	1	$300,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	0	$0
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole (Wood)	$25,000.00 / EA	6	$150,000
21	Relocate Catch Basin	$8,000.00 / EA	6	$48,000
22	Relocate Fire Hydrant	$2,500.00 / EA	0	$0
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Wall	$5,000.00 / EA	0	$0
25	Relocate Utility Boxes	$500.00 / EA	0	$0
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	8	$24,000
28	Adjust Manhole to Grade	$1,500.00 / EA	0	$0
29	Adjust Water Meter	$500.00 / EA	0	$0
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	0	$0
32	Modify Driveway	$5,000.00 / EA	0	$0
33	Earthwork	$12.00 / CY	0	$0
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	70,800	$991,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	0	$0
38	Construct Striping & Marking	$4.00 / LF	5,330	$21,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	6,008	$180,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	13,100	$262,000
43	Construct Median Concrete	$10.00 / SF	7,480	$75,000
44	Construct Median/Parkway Landscaping	$10.00 / SF	50,000	$500,000
45	Construct PCC Sidewalk	$7.00 / SF	46,600	$326,000
46	Construct Access Ramp	$5,000.00 / EA	0	$0
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	14,000	$140,000
56	Traffic Control	8%	1	$319,000
57	Drainage Items	10%	1	$431,000
58	SWPPP Plan and Implementation	6%	1	$284,000
	CONSTRUCTION SUBTOTAL			**$5,579,000**
	Right-of-Way	100 / SF	79,160	$7,916,000
	Right-of-Way Management	5 / %		$396,000
	RIGHT-OF-WAY SUBTOTAL			**$8,312,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$13,891,000**
Preliminary Project Development (10% of total Construction/RW cost)				$1,390,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$2,084,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$1,390,000
Contingency (20% of Total Construction/RW cost)				$2,779,000
TOTAL PROJECT COSTS				**$21,534,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Location B Irvine Ave
Mitigation: Widen Irvine Ave from University Drive to Mesa Street

Date: 08/07/2007
Estimated by: S. Foster

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00% ($2,000 Min)		$332,000
2	Clear & Grub	$10,000.00 / AC	0.11	$1,000
3	Remove Striping	$10.00 / LF	2,040	$20,000
4	Remove Curb & Gutter	$30.00 / LF	3,330	$100,000
5	Remove Median Curb	$30.00 / LF	1,100	$33,000
6	Remove PCC Sidewalk	$7.00 / SF	11,580	$81,000
7	Remove Pavement	$4.00 / SF	0	$0
8	Remove Wall	$10.00 / LF	500	$5,000
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	100	$5,000
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	22	$66,000
13	Sawcut	$1.00 / LF	4,460	$4,500
14	Relocate Street Light	$7,500.00 / EA	6	$45,000
15	Relocate Traffic Signal System	$300,000.00 / EA	1.0	$300,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	14	$4,200
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole	$25,000.00 / EA	15	$375,000
21	Relocate Catch Basin	$8,000.00 / EA	3	$24,000
22	Relocate Fire Hydrant	$2,500.00 / EA	10	$25,000
23	Relocate Bus Shelter	$2,000.00 / EA	3	$6,000
24	Relocate Monument Sign	$5,000.00 / EA	3	$15,000
25	Relocate Utility Boxes	$500.00 / EA	14	$7,000
26	Relocate Main Water Valve	$5,000.00 / EA	6	$30,000
27	Relocate Utility Vault	$3,000.00 / EA	13	$39,000
28	Adjust Manhole to Grade	$1,500.00 / EA	6	$9,000
29	Adjust Water Meter	$500.00 / EA	17	$8,500
30	Adjust Water Valve	$500.00 / EA	9	$4,500
31	Adjust Minor Above Ground Utilities	$500.00 / EA	5	$3,000
32	Modify Driveway	$5,000.00 / EA	10	$50,000
33	Earthwork	$12.00 / CY	4,910	$59,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	39,130	$548,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	95,500	$24,000
38	Construct Striping & Marking	$4.00 / LF	2,070	$8,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	4,130	$124,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	0	$0
43	Construct Median Concrete	$10.00 / SF	0	$0
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	32,820	$230,000
46	Construct Access Ramp	$5,000.00 / EA	16	$80,000
47	Construct Retaining Wall	$50.00 / SF	250	$13,000
48	Construct Storm Drain Main	$100.00 / LF	5	$1,000
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Wall	$70.00 / LF	300	$21,000
54	Building/Structure Demolition (1 Story)	$10.00 / SF	610	$6,000
55	Traffic Control	8%	1	$190,000
56	Drainage Items	10%	1	$256,000
57	SWPPP Plan and Implementation	6%	1	$168,000
	CONSTRUCTION SUBTOTAL			**$3,320,700**
	Right-of-Way	100 / SF	21,880	$2,188,000
	Right-of-Way Management	5 / %		$109,000
	RIGHT-OF-WAY SUBTOTAL			**$2,297,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$5,618,000**
Preliminary Project Development (10% of total Construction/RW cost)				$562,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$843,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$562,000
Contingency (20% of Total Construction/RW cost)				$1,124,000
TOTAL PROJECT COSTS				**$8,709,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Location C Bayside Dr & Coast Hwy
Mitigation: Add 4th EB T Lane

Date: 08/07/2007
Estimated by: J. McNeill

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$164,000
2	Clear & Grub	$10,000.00 / AC	0.25	$3,000
3	Remove Striping	$10.00 / LF	1,570	$16,000
4	Remove Curb & Gutter	$30.00 / LF	1,770	$53,000
5	Remove Median Curb	$30.00 / LF		$0
6	Remove PCC Sidewalk	$7.00 / SF	14,220	$100,000
7	Remove Pavement	$4.00 / SF	4,090	$16,000
8	Remove Wall	$10.00 / LF	380	$4,000
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	12	$36,000
13	Sawcut	$1.00 / LF	1,770	$2,000
14	Relocate Street Light	$7,500.00 / EA	17	$128,000
15	Relocate Traffic Signal System	$300,000.00 / EA	0.5	$150,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	3	$1,000
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole (Wood)	$15,000.00 / EA	0	$0
21	Relocate Catch Basin	$8,000.00 / EA	2	$16,000
22	Relocate Fire Hydrant	$2,500.00 / EA	2	$5,000
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Wall	$5,000.00 / EA	2	$10,000
25	Relocate Utility Boxes	$500.00 / EA	7	$4,000
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	1	$3,000
28	Adjust Manhole to Grade	$1,500.00 / EA	0	$0
29	Adjust Water Meter	$500.00 / EA	4	$2,000
30	Adjust Water Valve	$500.00 / EA	1	$1,000
31	Adjust Minor Above Ground Utilities	$500.00 / EA	0	$0
32	Modify Driveway	$5,000.00 / EA	4	$20,000
33	Earthwork	$12.00 / CY	1,600	$19,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	18,670	$261,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	0	$0
38	Construct Striping & Marking	$4.00 / LF	1,570	$6,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	1,700	$51,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	0	$0
43	Construct Median Concrete	$10.00 / SF	0	$0
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	13,810	$97,000
46	Construct Access Ramp	$5,000.00 / EA	4	$20,000
47	Construct Retaining Wall	$50.00 / SF	3,000	$150,000
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	1	$1,000
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$94,000
57	Drainage Items	10%	1	$127,000
58	SWPPP Plan and Implementation	6%	1	$84,000
	CONSTRUCTION SUBTOTAL			**$1,644,000**
	Right-of-Way	100 / SF	11,750	$1,175,000
	Right-of-Way Management	5 / %		$59,000
	RIGHT-OF-WAY SUBTOTAL			**$1,234,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$2,878,000**
Preliminary Project Development (10% of total Construction/RW cost)				$288,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$432,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$288,000
Contingency (20% of Total Construction/RW cost)				$576,000
TOTAL PROJECT COSTS				**$4,462,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Location F Placentia Ave between Hospital Road & Superior
Mitigation: Widen Placentia Between Hospital Rd and Superior Ave to Secondary Cross-Section

Date: 08/07/2007
Estimated by: S. Foster

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%	1	$164,000
2	Clear & Grub	$10,000.00 / AC	0.40	$4,000
3	Remove Striping	$10.00 / LF	950	$10,000
4	Remove Curb & Gutter	$30.00 / LF	750	$23,000
5	Remove Median Curb	$30.00 / LF	0	$0
6	Remove PCC Sidewalk	$7.00 / SF	4,850	$34,000
7	Remove Pavement	$4.00 / SF	9,750	$39,000
8	Remove Wall	$10.00 / LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	28	$84,000
13	Sawcut	$1.00 / LF	1,500	$1,500
14	Relocate Street Light	$7,500.00 / EA	8	$60,000
15	Relocate Traffic Signal System	$300,000.00 / EA	1.0	$300,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	5	$1,500
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole (Wood)	$25,000.00 / EA	3	$75,000
21	Relocate Catch Basin	$8,000.00 / EA	2	$16,000
22	Relocate Fire Hydrant	$2,500.00 / EA	2	$5,000
23	Relocate Bus Bench	$600.00 / EA	1	$1,000
24	Relocate Monument Sign	$5,000.00 / EA	1	$5,000
25	Relocate Utility Boxes	$500.00 / EA	1	$500
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	5	$15,000
28	Adjust Manhole to Grade	$1,500.00 / EA	2	$3,000
29	Adjust Water Meter	$500.00 / EA	2	$1,000
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	0	$0
32	Modify Driveway	$5,000.00 / EA	4	$20,000
33	Earthwork	$12.00 / CY	1,200	$14,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	17,850	$250,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	32,350	$8,000
38	Construct Striping & Marking	$4.00 / LF	950	$4,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	1,570	$47,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	0	$0
43	Construct Median Concrete	$10.00 / SF	0	$0
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	18,500	$130,000
46	Construct Access Ramp	$5,000.00 / EA	4	$20,000
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$94,000
57	Drainage Items	10%	1	$127,000
58	SWPPP Plan and Implementation	6%	1	$84,000
	CONSTRUCTION SUBTOTAL			**$1,640,500**
	Right-of-Way	100 / SF	13,800	$1,380,000
	Right-of-Way Management	5 / %		$69,000
	RIGHT-OF-WAY SUBTOTAL			**$1,449,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$3,090,000**
Preliminary Project Development (10% of total Construction/RW cost)				$309,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$464,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$309,000
Contingency (20% of Total Construction/RW cost)				$618,000
TOTAL PROJECT COSTS				**$4,790,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Location G 15th Street between Placentia Ave to Monrovia
Mitigation: Widen 15th Street to a 4 lane Secondary Cross-Section

Date: 08/07/2007
Estimated by: S. Foster

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$242,000
2	Clear & Grub	$10,000.00 / AC	1	$5,000
3	Remove Striping	$10.00 / LF	1,270	$13,000
4	Remove Curb & Gutter	$30.00 / LF	1,270	$38,000
5	Remove Median Curb	$30.00 / LF	0	$0
6	Remove PCC Sidewalk	$7.00 / SF	260	$2,000
7	Remove Pavement	$4.00 / SF	14,100	$56,000
8	Remove Wall	$10.00 / LF	510	$5,000
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	600	$30,000
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	10	$30,000
13	Sawcut	$1.00 / LF	1,270	$1,300
14	Relocate Street Light	$7,500.00 / EA	2	$15,000
15	Relocate Traffic Signal System	$300,000.00 / EA	0.5	$150,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	3	$900
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole (wooden)	$25,000.00 / EA	10	$250,000
21	Relocate Catch Basin	$8,000.00 / EA	2	$16,000
22	Relocate Fire Hydrant	$2,500.00 / EA	1	$2,500
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Sign	$5,000.00 / EA	0	$0
25	Relocate Utility Boxes	$500.00 / EA	0	$0
26	Relocate Main Water Valve	$5,000.00 / EA	1	$5,000
27	Relocate Utility Vault	$3,000.00 / EA	1	$3,000
28	Adjust Manhole to Grade	$1,500.00 / EA	5	$8,000
29	Adjust Water Meter	$500.00 / EA	9	$4,500
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	0	$0
32	Modify Driveway	$5,000.00 / EA	1	$5,000
33	Earthwork	$12.00 / CY	3,200	$38,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	30,100	$421,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	49,230	$12,000
38	Construct Striping & Marking	$4.00 / LF	1,270	$5,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	1,310	$39,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	0	$0
43	Construct Median Concrete	$10.00 / SF	0	$0
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	10,000	$70,000
46	Construct Access Ramp	$5,000.00 / EA	4	$20,000
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	510	$36,000
55	Building/Structure Demolition (Mobile Home)	$30,000.00 / EA	15	$450,000
56	Traffic Control	8%	1	$138,000
57	Drainage Items	10%	1	$187,000
58	SWPPP Plan and Implementation	6%	1	$123,000
	CONSTRUCTION SUBTOTAL			**$2,421,200**
	Right-of-Way	100 / SF	13,050	$1,305,000
	Right-of-Way Management	5 / %		$65,000
	RIGHT-OF-WAY SUBTOTAL			**$1,370,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$3,792,000**
Preliminary Project Development (10% of total Construction/RW cost)				$380,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$569,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$380,000
Contingency (20% of Total Construction/RW cost)				$759,000
TOTAL PROJECT COSTS				**$5,880,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Location H MacArthur Blvd between Sly of San Miguel to Coast Hwy
Mitigation: Narrow median on MacArthur Blvd to provide a 6-lane Major

Date: 08/07/2007
Estimated by: J. McNeill

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%	1	$172,000
2	Clear & Grub	$10,000.00 / AC	0.90	$9,000
3	Remove Striping	$10.00 / LF	2,441	$24,000
4	Remove Curb & Gutter	$30.00 / LF	0	$0
5	Remove Median Curb	$30.00 / LF	5,300	$159,000
6	Remove PCC in Median	$7.00 / SF	14,365	$101,000
7	Remove Pavement	$4.00 / SF	3,201	$13,000
8	Remove Wall	$10.00 / LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	0	$0
13	Sawcut	$1.00 / LF	3,760	$3,800
14	Relocate Street Light	$7,500.00 / EA	0	$0
15	Relocate Traffic Signal System	$300,000.00 / EA	0.0	$0
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	4	$4,000
17	Relocate Sign (1 Post)	$300.00 / EA	4	$1,200
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole	$15,000.00 / EA	0	$0
21	Relocate Catch Basin	$8,000.00 / EA	1	$8,000
22	Relocate Fire Hydrant	$2,500.00 / EA	0	$0
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Sign	$5,000.00 / EA	0	$0
25	Relocate Utility Boxes	$500.00 / EA	0	$0
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	3	$9,000
28	Adjust Manhole to Grade	$1,500.00 / EA	1	$2,000
29	Adjust Water Meter	$500.00 / EA	0	$0
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	0	$0
32	Modify Driveway	$5,000.00 / EA	0	$0
33	Earth Work	$12.00 / CY	4,450	$53,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	42,357	$593,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	0	$0
38	Construct Striping & Marking	$4.00 / LF	2,367	$9,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	0	$0
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	4,252	$85,000
43	Construct Median Concrete	$10.00 / SF	12,917	$129,000
44	Construct Median/Parkway Landscaping	$10.00 / SF	2,772	$28,000
45	Construct PCC Sidewalk	$7.00 / SF	0	$0
46	Construct Access Ramp	$5,000.00 / EA	0	$0
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$98,000
57	Drainage Items	10%	1	$133,000
58	SWPPP Plan and Implementation	6%	1	$88,000
	CONSTRUCTION SUBTOTAL			**$1,722,000**
	Right-of-Way	100 / SF		$0
	Right-of-Way Management	5 / %		$0
	RIGHT-OF-WAY SUBTOTAL			**$0**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$1,722,000**
Preliminary Project Development (10% of total Construction/RW cost)				$173,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$259,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$173,000
Contingency (20% of Total Construction/RW cost)				$345,000
TOTAL PROJECT COSTS				**$2,672,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Location J Bluff Rd & 17th Street
Mitigation: Add NB Right Turn, NB Left Turn, WB Thru, WB Left Turn, EB Thru Right

Date: 08/07/2007
Estimated by: P. Chao

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$96,000
2	Clear & Grub	$10,000.00 / AC	1.00	$10,000
3	Remove Striping	$10.00 / LF	0	$0
4	Remove Curb & Gutter	$30.00 / LF	0	$0
5	Remove Median Curb	$30.00 / LF	0	$0
6	Remove PCC Sidewalk	$7.00 / SF	0	$0
7	Remove Pavement	$4.00 / SF	0	$0
8	Remove Wall	$10.00 LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	0	$0
13	Sawcut	$1.00 / LF	60	$0
14	Relocate Street Light	$7,500.00 / EA	0	$0
15	Relocate Traffic Signal System	$300,000.00 / EA	0	$0
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	0	$0
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole	$15,000.00 / EA	0	$0
21	Relocate Catch Basin	$8,000.00 / EA	0	$0
22	Relocate Fire Hydrant	$2,500.00 / EA	0	$0
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Wall	$5,000.00 / EA	0	$0
25	Relocate Utility Boxes	$500.00 / EA	0	$0
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	0	$0
28	Adjust Manhole to Grade	$1,500.00 / EA	0	$0
29	Adjust Water Meter	$500.00 / EA	0	$0
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	0	$0
32	Modify Driveway	$5,000.00 / EA	0	$0
33	Earthwork	$12.00 / CY	3,600	$43,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	33,400	$468,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	0	$0
38	Construct Striping & Marking	$4.00 / LF	750	$3,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	1,400	$42,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	60	$1,000
43	Construct Median Concrete	$10.00 / SF	100	$1,000
44	Construct Median/Parkway Landscaping	$10.00 / SF	100	$1,000
45	Construct PCC Sidewalk	$7.00 / SF	14,300	$100,000
46	Construct Access Ramp	$5,000.00 / EA	4	$20,000
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$55,000
57	Drainage Items	10%	1	$74,000
58	SWPPP Plan and Implementation	6%	1	$49,000
	CONSTRUCTION SUBTOTAL			**$963,000**
	Right-of-Way	100 / SF	47,700	$4,770,000
	Right-of-Way Management	5 / %		$239,000
	RIGHT-OF-WAY SUBTOTAL			**$5,009,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$5,972,000**
Preliminary Project Development (10% of total Construction/RW cost)				$598,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$896,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$598,000
Contingency (20% of Total Construction/RW cost)				$1,195,000
TOTAL PROJECT COSTS				**$9,259,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Location K Bluff Road Extension
Mitigation: Construct Bluff Road as a Primary from 17th St to Coast Hwy

Date: 08/07/2007
Estimated by: P. Chao

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$952,000
2	Clear & Grub	$10,000.00 / AC	15.20	$152,000
3	Remove Striping	$10.00 / LF	0	$0
4	Remove Curb & Gutter	$30.00 / LF	0	$0
5	Remove Median Curb	$30.00 / LF	0	$0
6	Remove PCC Sidewalk	$7.00 / SF	0	$0
7	Remove Pavement	$4.00 / SF	0	$0
8	Remove Wall	$10.00 / LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	0	$0
13	Sawcut	$1.00 / LF	0	$0
14	Relocate Street Light	$7,500.00 / EA	0	$0
15	Relocate Traffic Signal System	$300,000.00 / EA	0	$0
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	0	$0
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole	$15,000.00 / EA	0	$0
21	Relocate Catch Basin	$8,000.00 / EA	0	$0
22	Relocate Fire Hydrant	$2,500.00 / EA	0	$0
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Wall	$5,000.00 / EA	0	$0
25	Relocate Utility Boxes	$500.00 / EA	0	$0
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	0	$0
28	Adjust Manhole to Grade	$1,500.00 / EA	0	$0
29	Adjust Water Meter	$500.00 / EA	0	$0
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	0	$0
32	Modify Driveway	$5,000.00 / EA	0	$0
33	Earthwork (*)	$100.00 / LF	4,600	$460,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	312,800	$4,379,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	0	$0
38	Construct Striping & Marking	$4.00 / LF	4,600	$18,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	9,200	$276,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	9,200	$184,000
43	Construct Median Concrete	$10.00 / SF	970	$10,000
44	Construct Median/Parkway Landscaping	$10.00 / SF	68,350	$683,000
45	Construct PCC Sidewalk	$7.00 / SF	92,000	$644,000
46	Construct Access Ramp	$5,000.00 / EA	0	$0
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$544,000
57	Drainage Items	10%	1	$735,000
58	SWPPP Plan and Implementation	6%	1	$485,000
	CONSTRUCTION SUBTOTAL			**$9,522,000**
	Right-of-Way	100 / SF	468,200	$46,820,000
	Right-of-Way Management	5 / %		$2,341,000
	RIGHT-OF-WAY SUBTOTAL			**$49,161,000**
	TOTAL CONSTRUCTION & RIGHT-OF-WAY COST			**$58,683,000**
	Preliminary Project Development (10% of total Construction/RW cost)			$5,869,000
	Design Engineering/Administration Costs (15% of total Construction/RW cost)			$8,803,000
	Construction Engineering Costs/Administration (10% of total Construction/RW cost)			$5,869,000
	Contingency (20% of Total Construction/RW cost)			$11,737,000
	TOTAL PROJECT COSTS			**$90,961,000**

NOTE: (*) The Unit Price of Earthwork of $100.00/LF is based on 104 ft of road width from RW to RW, average depth of 10 ft for cut and fill and $2.50/CY

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Newport Blvd & Coast Hwy
Mitigation: Add 3rd EB T lane, Add 4th WB T lane, Modify Old Newport Blvd connection

Date: 1/17/2008
Estimated by: T. Keith

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%	1	$797,000
2	Clear & Grub	$10,000.00 / AC	1.2	$12,000
3	Remove Striping	$10.00 / LF	3,840	$38,000
4	Remove Curb & Gutter	$30.00 / LF	7,460	$224,000
5	Remove Median Curb	$30.00 / LF	975	$29,000
6	Remove PCC Sidewalk	$7.00 / SF	62,700	$439,000
7	Remove Pavement	$4.00 / SF	108,540	$434,000
8	Remove Wall	$10.00 / LF	565	$6,000
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	46	$138,000
13	Sawcut	$1.00 / LF	6,060	$6,000
14	Relocate Street Light	$7,500.00 / EA	20	$150,000
15	Relocate Traffic Signal System	$300,000.00 / EA	1.5	$450,000
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	4	$4,000
17	Relocate Sign (1 Post)	$300.00 / EA	51	$15,000
18	Remove Overhead Sign	$5,000.00 / EA	2	$10,000
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole	$25,000.00 / EA	0	$0
21	Relocate Catch Basin	$8,000.00 / EA	23	$184,000
22	Relocate Fire Hydrant	$2,500.00 / EA	6	$15,000
23	Relocate Bus Bench	$600.00 / EA	1	$1,000
24	Relocate Monument Wall	$5,000.00 / EA	2	$10,000
25	Relocate Utility Boxes	$500.00 / EA	0	$0
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	0	$0
28	Adjust Manhole to Grade	$1,500.00 / EA	0	$0
29	Adjust Water Meter	$500.00 / EA	0	$0
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	0	$0
32	Modify Driveway	$5,000.00 / EA	10	$50,000
33	Earthwork	$12.00 / CY	16,320	$196,000
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	129,700	$1,816,000
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	234,800	$59,000
38	Construct Striping & Marking	$4.00 / LF	5,830	$23,000
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	9,135	$274,000
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	765	$15,000
43	Construct Median Concrete	$10.00 / SF	4,885	$49,000
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	44,325	$310,000
46	Construct Access Ramp	$5,000.00 / EA	19	$95,000
47	Construct Retaining Wall	$50.00 / SF	9,950	$498,000
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	43,690	$437,000
54	Construct Wall	$70.00 / LF	0	$0
55	Building/Structure Demolition (1 Story)	$10.00 / SF	0	$0
56	Traffic Control	8%	1	$479,000
57	Drainage Items	5%	1	$299,000
58	SWPPP Plan and Implementation	6%	1	$406,000
59	Utility Allowance	5%	1	$299,000
	CONSTRUCTION SUBTOTAL			**$8,267,000**
	Right-of-Way	$100.00 / SF	5,250	$525,000
	Right-of-Way Management	5 / %		$26,000
	RIGHT-OF-WAY SUBTOTAL			**$551,000**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$8,818,000**
Preliminary Project Development (10% of total Construction/RW cost)				$882,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$1,323,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$882,000
Contingency (20% of Total Construction/RW cost)				$1,764,000
TOTAL PROJECT COSTS				**$13,669,000**

NEWPORT BEACH FAIRSHARE FEE PROGRAM UPDATE
PRELIMINARY COST ESTIMATES

Location: Location M Pedestrian Overcrossings - Coast Hwy
Mitigation: Construct 6 Pedestrian Overcrossings

Date: 08/07/2007
Estimated by: C. Davis

	DESCRIPTION OF WORK	UNIT PRICE	QUANTITY	COST
1	Mobilization	10.00%		$5,037,000
2	Clear & Grub	$10,000.00 / AC	0.00	$0
3	Remove Striping	$10.00 / LF	0	$0
4	Remove Curb & Gutter	$30.00 / LF	0	$0
5	Remove Median Curb	$30.00 / LF	0	$0
6	Remove PCC Sidewalk	$7.00 / SF	0	$0
7	Remove Pavement	$4.00 / SF	0	$0
8	Remove Wall	$10.00 / LF	0	$0
9	Remove Channel	$15.00 / LF	0	$0
10	Remove/Replace Chain Link Fence	$50.00 / LF	0	$0
11	Reconstruct Metal Beam Guard Rail	$70.00 / LF	0	$0
12	Remove & Relocate Tree	$3,000.00 / EA	0	$0
13	Sawcut	$1.00 / LF	0	$0
14	Relocate Street Light	$7,500.00 / EA	0	$0
15	Relocate Traffic Signal System	$300,000.00 / EA	0	$0
16	Relocate Freeway Sign (2 post)	$1,000.00 / EA	0	$0
17	Relocate Sign (1 Post)	$300.00 / EA	0	$0
18	Reconstruct Overhead Sign	$50,000.00 / EA	0	$0
19	Relocate Call Box	$2,000.00 / EA	0	$0
20	Relocate Power Pole (Wood)	$25,000.00 / EA	0	$0
21	Relocate Catch Basin	$8,000.00 / EA	0	$0
22	Relocate Fire Hydrant	$2,500.00 / EA	0	$0
23	Relocate Bus Bench	$600.00 / EA	0	$0
24	Relocate Monument Wall	$5,000.00 / EA	0	$0
25	Relocate Utility Boxes	$500.00 / EA	0	$0
26	Relocate Main Water Valve	$5,000.00 / EA	0	$0
27	Relocate Utility Vault	$3,000.00 / EA	0	$0
28	Adjust Manhole to Grade	$1,500.00 / EA	0	$0
29	Adjust Water Meter	$500.00 / EA	0	$0
30	Adjust Water Valve	$500.00 / EA	0	$0
31	Adjust Minor Above Ground Utilities	$500.00 / EA	0	$0
32	Modify Driveway	$5,000.00 / EA	0	$0
33	Earthwork	$12.00 / CY	0	$0
34	Construct PCC Pavement	$15.00 / SF	0	$0
35	Construct AC Pavement	$14.00 / SF	0	$0
36	Construct AC Overlay	$3.00 / SF	0	$0
37	Construct Slurry Seal	$0.25 / SF	0	$0
38	Construct Striping & Marking	$4.00 / LF	0	$0
39	Construct AC Dike	$7.00 / LF	0	$0
40	Construct Curb & Gutter	$30.00 / LF	0	$0
41	Construct Concrete Barrier	$50.00 / LF	0	$0
42	Construct Median Curb	$20.00 / LF	0	$0
43	Construct Median Concrete	$10.00 / SF	0	$0
44	Construct Median/Parkway Landscaping	$10.00 / SF	0	$0
45	Construct PCC Sidewalk	$7.00 / SF	0	$0
46	Construct Access Ramp	$5,000.00 / EA	0	$0
47	Construct Retaining Wall	$50.00 / SF	0	$0
48	Construct Storm Drain Main	$100.00 / LF	0	$0
49	Construct RCB	$1,000.00 / LF	0	$0
50	Construct Headwall	$5,000.00 / EA	0	$0
51	Construct Concrete V-Ditch	$15.00 / LF	0	$0
52	Construct Bridge Widening	$500.00 / SF	0	$0
53	Construct Parkway Landscaping/Irrigation	$10.00 / SF	0	$0
54	Construct Wall	$70.00 / LF	0	$0
55	Pedestrian Overcrossing	$6,000,000.00 / EA	6	$36,000,000
56	Traffic Control	8%	1	$2,880,000
57	Drainage Items	10%	1	$3,888,000
58	SWPPP Plan and Implementation	6%	1	$2,566,000
	CONSTRUCTION SUBTOTAL			**$50,371,000**
	Right-of-Way	100 / SF		$0
	Right-of-Way Management	5 / %		$0
	RIGHT-OF-WAY SUBTOTAL			**$0**
TOTAL CONSTRUCTION & RIGHT-OF-WAY COST				**$50,371,000**
Preliminary Project Development (10% of total Construction/RW cost)				$5,038,000
Design Engineering/Administration Costs (15% of total Construction/RW cost)				$7,556,000
Construction Engineering Costs/Administration (10% of total Construction/RW cost)				$5,038,000
Contingency (20% of Total Construction/RW cost)				$10,075,000
TOTAL PROJECT COSTS				**$78,078,000**

NEWPORT BLVD.

32ND ST.

LEGEND:

EXISTING LANE

NEW IMPROVEMENT

MITIGATION:
ADD WB LEFT TURN (2L)
ADD EB LEFT TURN
ADD SB THRU LANE (3T)
ADD NB THRU LANE (3T)

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx

DATE xx/xx/xx

DESIGNED xx | DRAWN xx

CHECKED xx | DATE xx/xx/xx

NEWPORT BOULEVARD & 32ND STREET (6)

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

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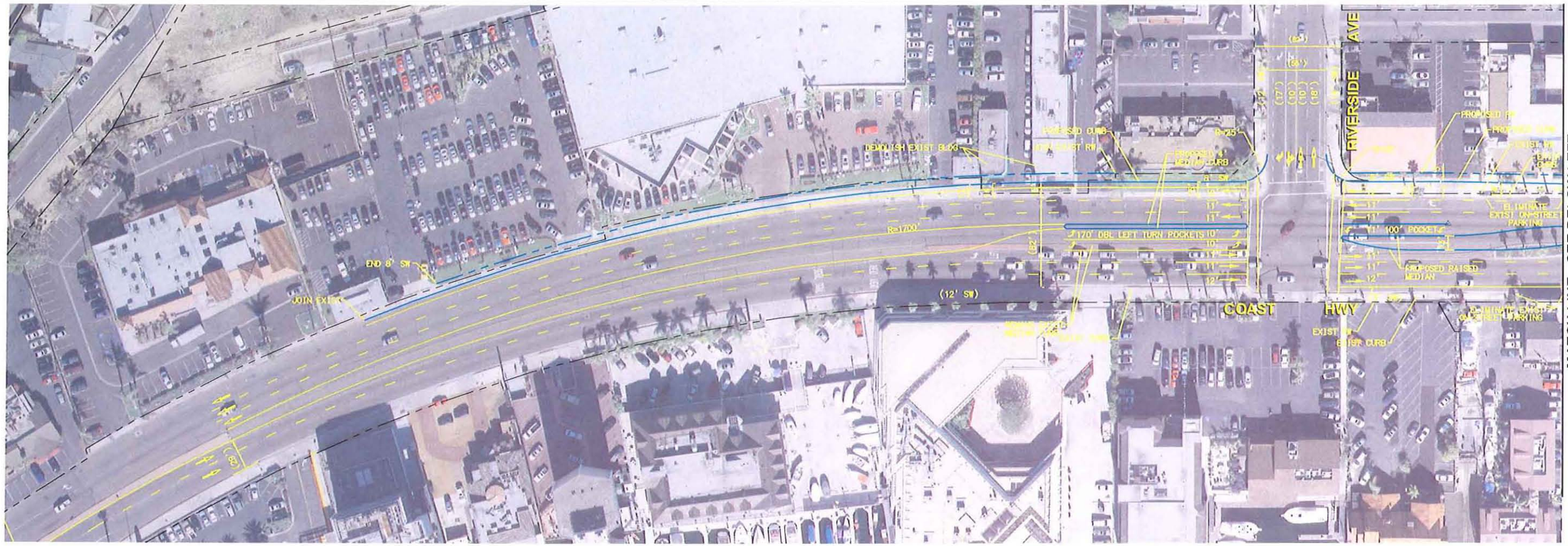
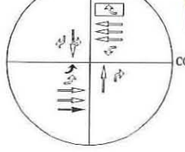
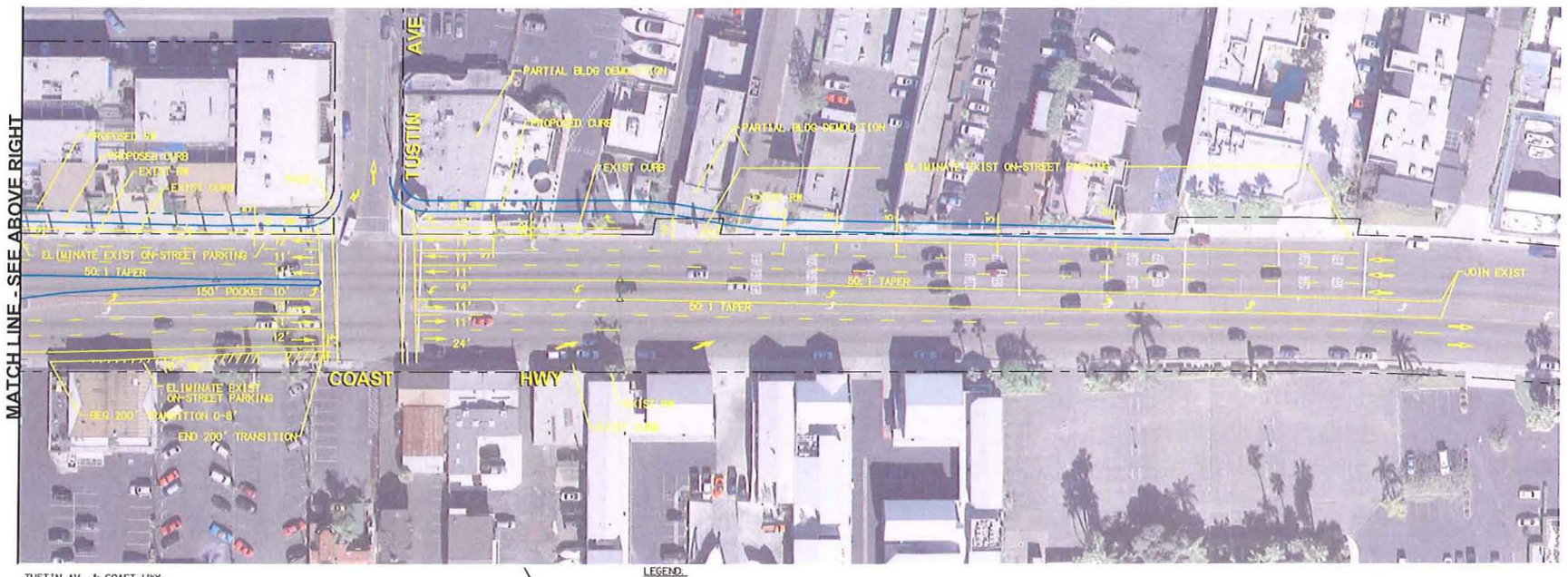
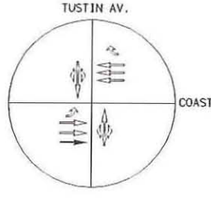




RIVERSIDE AV. & COAST HWY. (7) MITIGATION

ADD EB LEFT TURN (2L)
ADD EB THROUGH
ELIMINATE WB RIGHT TURN





TUSTIN AV. & COAST HWY. (8) MITIGATION:

ADD EB THROUGH

LEGEND:
- EXISTING LANE
- NEW IMPROVEMENT
- ELIMINATE LANE

SCALE: 1" = 50'
0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED
PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx
DATE xx/xx/xx

DESIGNED xx DRAWN xx
CHECKED xx DATE xx/xx/xx

RIVERSIDE AVENUE & COAST HIGHWAY (7) TUSTIN AVENUE & COAST HIGHWAY (8)

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET OF X

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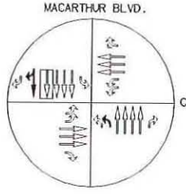
MACARTHUR BLVD.



LEGEND:

- EXISTING LANE
- NEW IMPROVEMENT
- FREE RIGHT TURN
- ELIMINATE LANE

MITIGATION:
ADD NB LEFT TURN (2L)
ELIMINATE SB THROUGH
ADD SB THROUGH/RIGHT TURN

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. xx-xx-xx
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxx
DATE xx/xx/xx

DESIGNED xx DRAWN xx
CHECKED xx DATE xx/xx/xx

MACARTHUR BOULEVARD & CAMPUS DRIVE (9)

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

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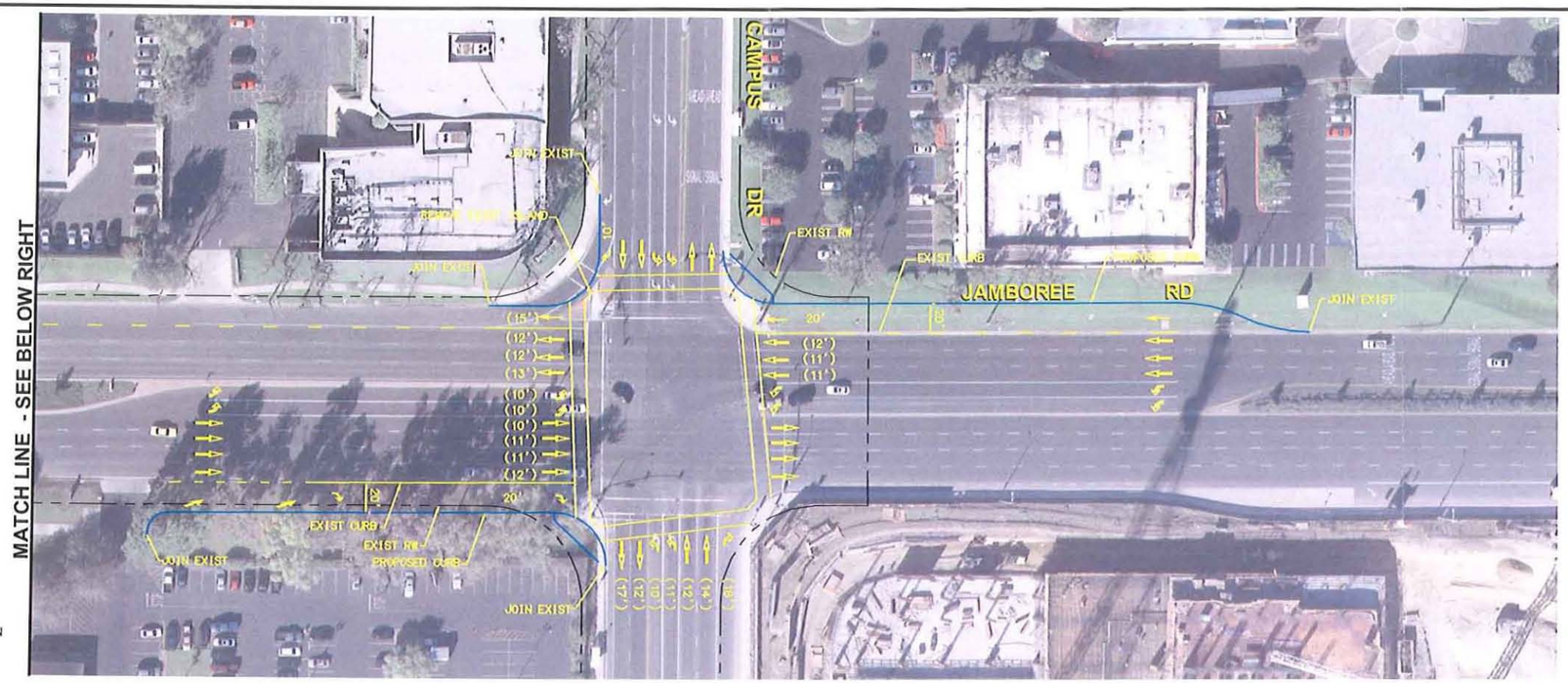
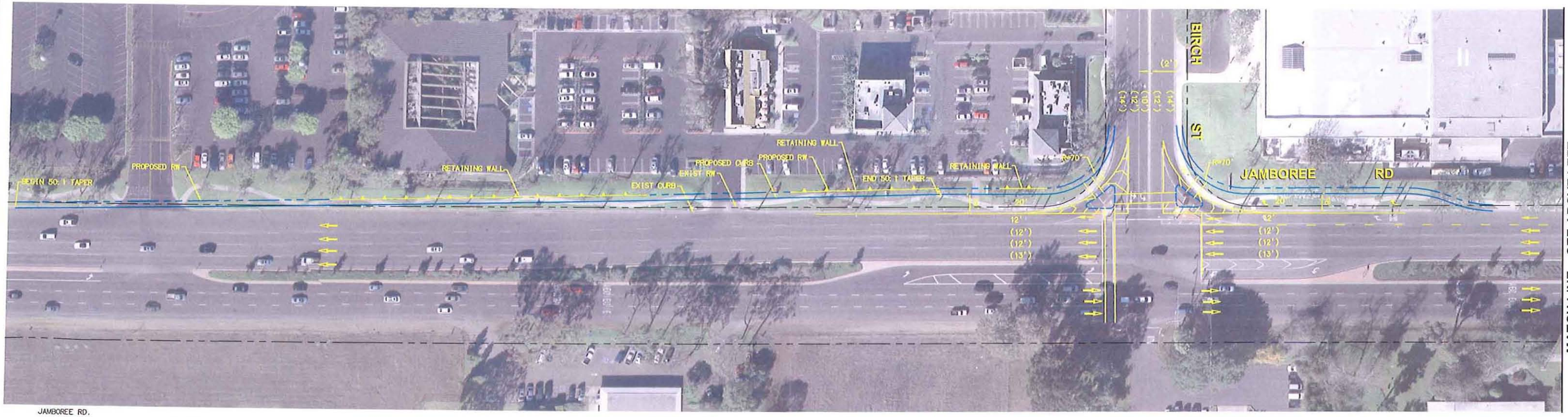


JAMBOREE RD.

CAMPUS DR.

JAMBOREE RD. & CAMPUS DR.
(13) MITIGATION

ADD NB RIGHT TURN
ADD SB THRU LANE
ELIMINATE EB FREE RIGHT TURN



JAMBOREE RD.

BIRCH ST.

JAMBOREE RD. & BIRCH ST.
(14) MITIGATION

ADD SB THRU LANE
ELIMINATE EB FREE RIGHT TURN

LEGEND:

- EXISTING LANE
- NEW IMPROVEMENT
- FREE RIGHT TURN
- ELIMINATE LANE

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx
DATE xx/xx/xx

DESIGNED xx | DRAWN xx
CHECKED xx | DATE xx/xx/xx

JAMBOREE ROAD & CAMPUS DRIVE (13)
JAMBOREE ROAD & BIRCH STREET (14)

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET OF X

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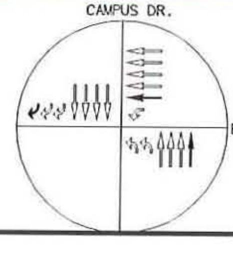

CAMPUS DRIVE & BRISTOL STREET NORTH (15) MITIGATION:

ADD NB THRU LANE
ADD SB RIGHT TURN LANE
ADD WB THRU LANE

LEGEND:

- EXISTING LANE
- NEW IMPROVEMENT
- FREE RIGHT TURN
- ELIMINATE LANE

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx
DATE xx/xx/xx

DESIGNED XX DRAWN XX
CHECKED XX DATE XX/XX/XX

XX
CAMPUS DRIVE & BRISTOL STREET NORTH (15)
XX

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET OF X

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DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
12	Ora	73	24.8		XXX

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
MARK J. ESPOSITO
No. 69921
Exp. 9/30/06
CIVIL
STATE OF CALIFORNIA

CITY OF NEWPORT BEACH
3300 NEWPORT BOULEVARD
NEWPORT BEACH, CA 92663

RBF CONSULTING
14725 ALTON PARKWAY
IRVINE, CA 92618

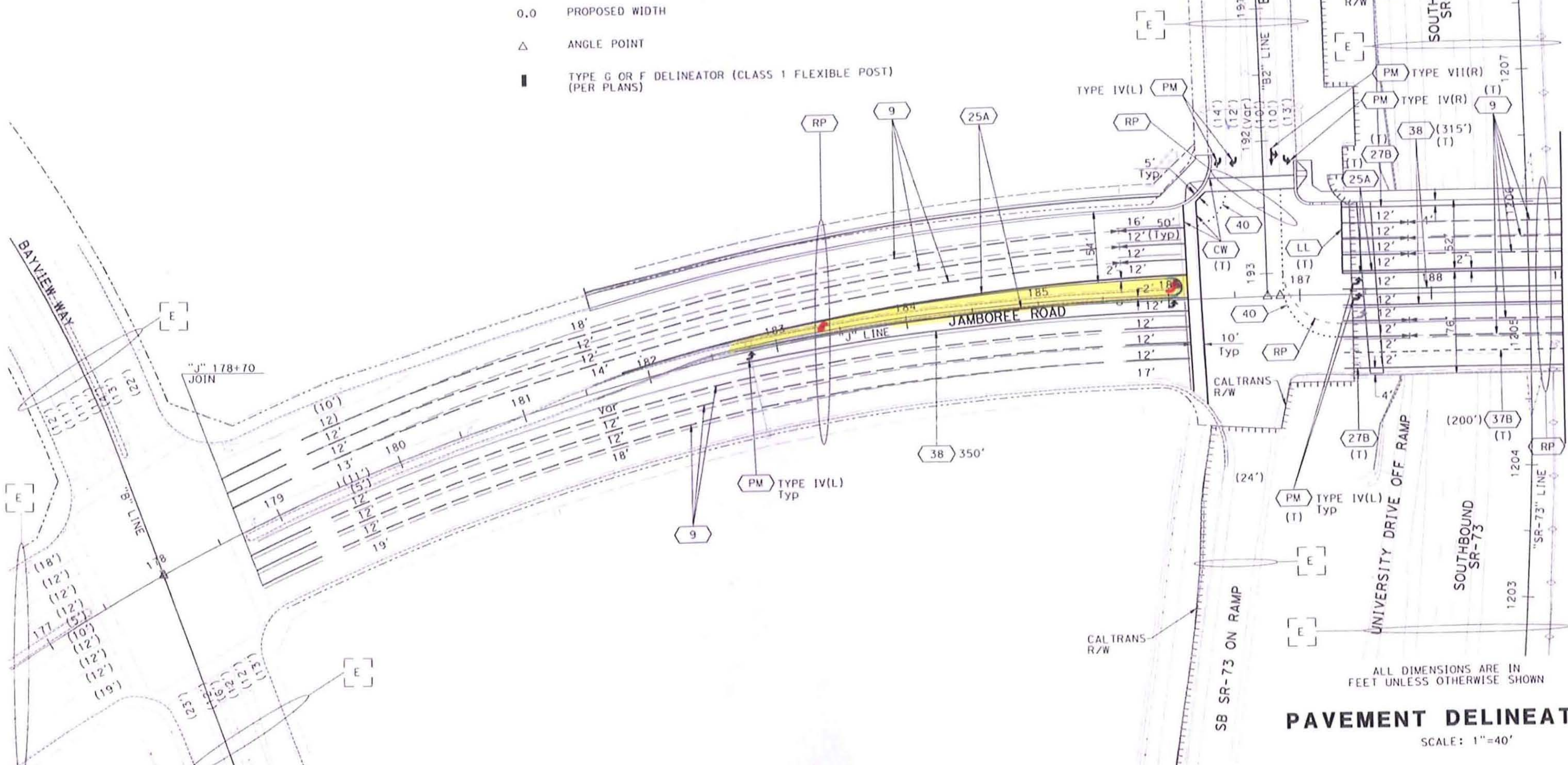
NOTES:

1. ALL TRAFFIC STRIPES AND PAVEMENT MARKINGS IN THE CALTRANS RIGHT OF WAY ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
2. PLACE ARROWS 20' BEFORE LIMIT LINE OR CROSSWALK.
3. ALL CROSSWALKS SHALL HAVE A 10 FOOT INSIDE WIDTH.
4. REMOVE ALL CONFLICTING PAVEMENT DELINEATION.

LEGEND:

⟨ # ⟩	PAVEMENT DELINEATION DETAIL NUMBER
⟨ PM ⟩	PAVEMENT MARKING OR LEGEND AS SHOWN PAINT TWO (2) COATS UNLESS SHOWN OTHERWISE
(T)	THERMOPLASTIC
⟨ RP ⟩	REMOVE PAVEMENT MARKING OR LEGEND AS SHOWN
⟨ CW ⟩	1' WHITE CROSSWALK LINES
⟨ LL ⟩	1' WHITE LIMIT LINE
[E]	EXISTING TO REMAIN
—▸◂—	CHANGE OF PAVEMENT DELINEATION DETAIL
0.0	PROPOSED WIDTH
△	ANGLE POINT
▮	TYPE G OR F DELINEATOR (CLASS 1 FLEXIBLE POST) (PER PLANS)

Add 6th NB thru lane



ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

PAVEMENT DELINEATION

SCALE: 1"=40'

PD-1

THIS PLAN ACCURATE FOR PAVEMENT DELINEATION ONLY.

RELATIVE BORDER SCALE 0 1 2 3

USERNAME => $USER

CU 00000 | EA 0A9700

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | DESIGN OVERSIGHT | CALCULATED/DESIGNED BY SH | CHECKED BY SH | DATE | REVISED BY | DATE REVISED

Caltrans

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DIST	COUNTY	ROUTE	TOTAL PROJECT	NO.	SHEETS
12	Ora	73	24.8		XXX

REGISTERED CIVIL ENGINEER

REGISTERED PROFESSIONAL ENGINEER — MARK J. ESPOSITO — No. 69921 — Exp. 9/30/08 — CIVIL — STATE OF CALIFORNIA

PLANS APPROVAL DATE

CITY OF NEWPORT BEACH
3300 NEWPORT BOULEVARD
NEWPORT BEACH, CA 92663

RBF CONSULTING
14725 ALTON PARKWAY
IRVINE, CA 92618

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

Caltrans now has a web site! To get to the Caltrans web site, go to: http://www.dot.ca.gov

DATE	REVISED BY	DATE REVISED
CALCULATED/ DESIGNED BY	SH	
CHECKED BY	SH	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION — DESIGN OVERSIGHT

Caltrans

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CALTRANS R/W

NORTHBOUND SR-73

BRISTOL STREET NORTH

"B1" LINE

CALTRANS R/W

MATCH LINE STA 189+00 SEE SHEET PD-1

NORTHBOUND SR-73

NB SR-73 ON RAMP

RAMP J-2

"J" 193+01 Beg Trans

"J" 197+11 MATCH Exist END Trans

"J" 195+01 MATCH Exist END Trans

"J" 191+31 Beg Trans

"J-2" 197+02 MATCH Exist

"J-2" 196+93 MATCH Exist

"J" LINE

"M" LINE

JAMBOREE ROAD

MACARTHUR BOULEVARD

CITY R/W

TYPE IV(L) Typ

TYPE VII(L) Typ

TYPE IV(R) Typ

ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

PAVEMENT DELINEATION

SCALE: 1"=40'

PD-2

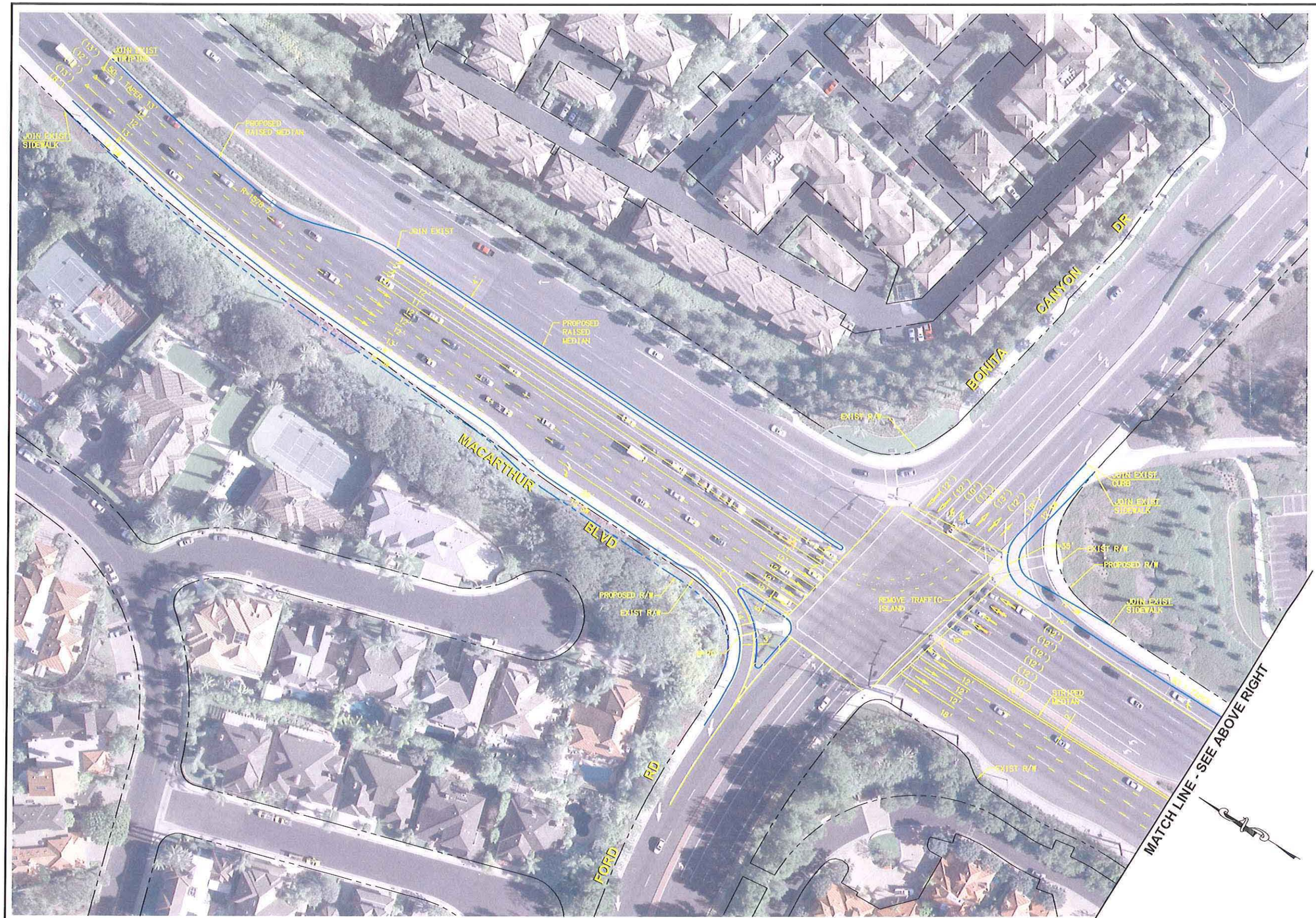
THIS PLAN ACCURATE FOR PAVEMENT DELINEATION ONLY.

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

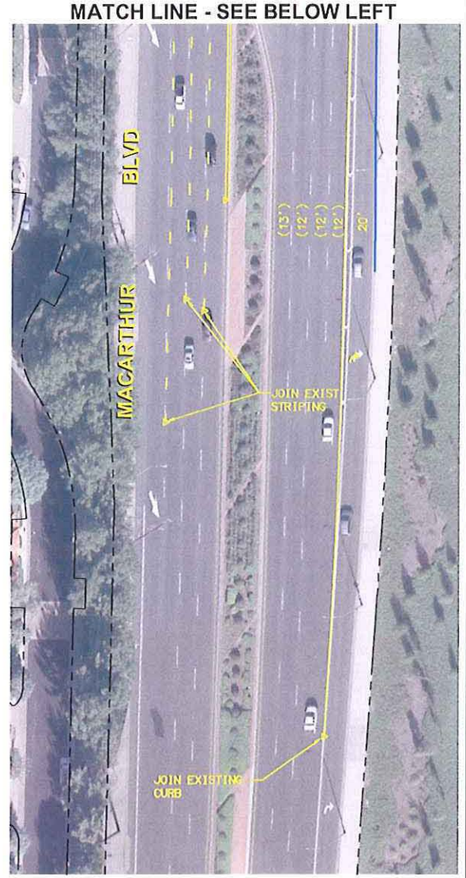
USERNAME => $USER
DGN FILE => $REQUEST

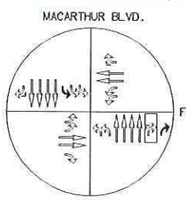
CU 00000 | EA 0A9700

LAST REVISION DATE PLOTTED => $DATE
00-00-00 TIME PLOTTED => $TIME



MATCH LINE - SEE BELOW LEFT





MITIGATION:
ADD SB LEFT TURN (3L)
ELIMINATE NB FREE RIGHT TURN
ADD NB RIGHT TURN

LEGEND:

- EXISTING LANE
- NEW IMPROVEMENT
- FREE RIGHT TURN
- ELIMINATE LANE

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. xx-xx-xx
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx

DATE xx/xx/xx

DESIGNED xx DRAWN xx

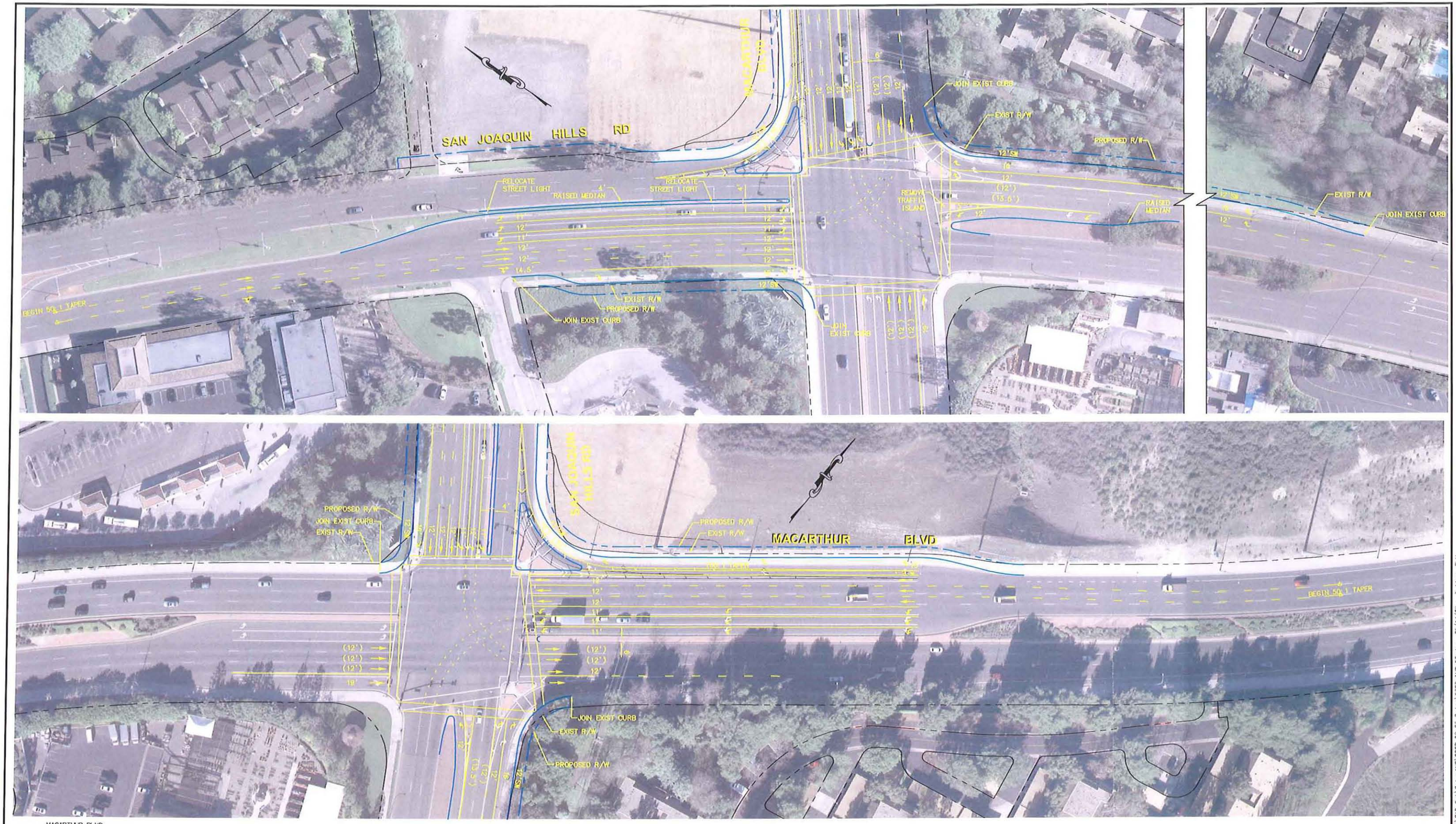
CHECKED xx DATE xx/xx/xx

MACARTHUR BOULEVARD & FORD ROAD / BONITA CANYON DRIVE (49)

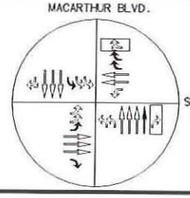
CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET OF X

H:\Plots\10106689\CAD\Tranapa\CAD_Out\City of NB\2007.08.06 Color\5689-INT-49.dwg 08/14/08 - 3:42pm PLM



MACARTHUR BLVD.



MITIGATION:
ADD SB LEFT TURN (3L)
ADD EB LEFT TURN (3L)
ADD EB RIGHT TURN
ELIMINATE NB RIGHT TURN
ADD NB THROUGH
ELIMINATE WB FREE RIGHT TURN
ADD WB DOUBLE RIGHT TURN

LEGEND:
- EXISTING LANE
- NEW IMPROVEMENT
- FREE RIGHT TURN
- ELIMINATE LANE

SCALE: 1" = 50'
0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED
PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx
DATE xx/xx/xx

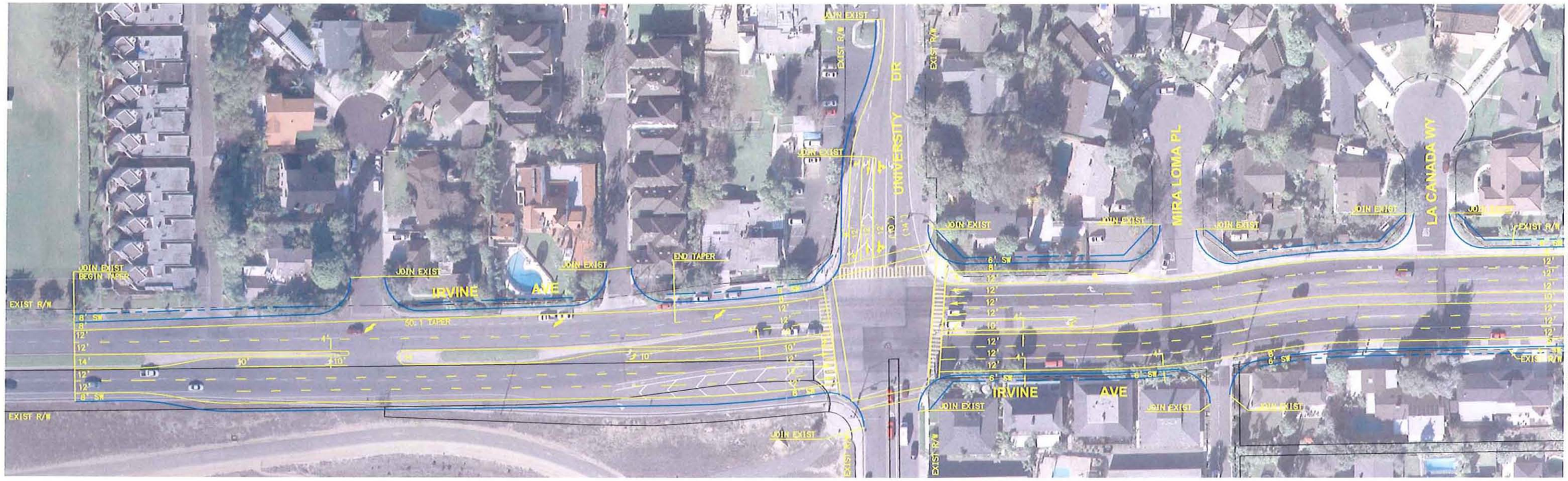
DESIGNED XX | DRAWN XX
CHECKED XX | DATE xx/xx/xx

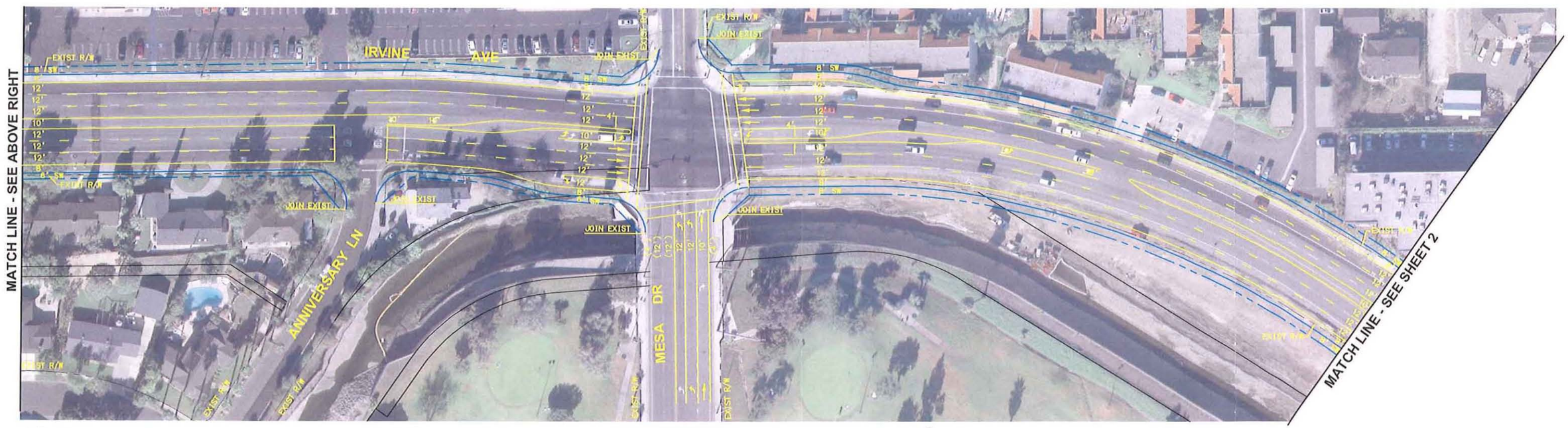
MACARTHUR BOULEVARD & SAN JOAQUIN HILLS ROAD (50)

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET OF X

H:\Post\1010689\CADD\Transpw\CAD_Out\CityofNB\2007_08_06 Color\5689-INT-50.dwg 05/14/08 - 3:44pm PLM





IRVINE AV.

UNIVERSITY DR.

MITIGATION:

ADD NB THRU
ELIMINATE NB RIGHT TURN
ADD SB THRU
ADD EB THRU LEFT

IRVINE AV.

MESA DR.

MITIGATION:

ADD NB THRU
ADD SB THRU
ADD WB LEFT TURN
ELIMINATE WB RIGHT TURN

LEGEND:

EXISTING LANE
NEW IMPROVEMENT
ELIMINATE LANE

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. XXXXXX

DATE xx/xx/xx

DESIGNED XX DRAWN XX

CHECKED XX DATE xx/xx/xx

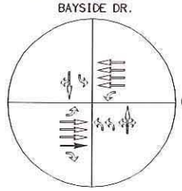
IRVINE AVENUE FROM MESA DRIVE TO BRISTOL STREET

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET 1 OF 2

H:\PDATA\10106699\CADD\TRANSPW\CAD_OUT\CITYOFNB\2007.08.06 COLOR 5699-IRVINE-01.DWG PLM 5/14/08 3:29 pm

BAYSIDE DR.



COAST HWY.

MITIGATION:
ADD 4TH EB THROUGH

LEGEND

EXISTING LANE

NEW IMPROVEMENT

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx

DATE xx/xx/xx

DESIGNED xx DRAWN xx

CHECKED xx DATE xx/xx/xx

E. COAST HIGHWAY AT BAYSIDE DRIVE

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET OF X

H:\Pdata\10105689\CADD\Transpw\CAD_Out\CityofNB\2007 03.06 Color\5689-PCH-Bayside.dwg 05/14/08 - 3:36pm PLM

MITIGATION:
WIDEN PLACENTIA AVE BETWEEN
HOSPITAL RD AND SUPERIOR AVE
TO A SECONDARY CROSS-SECTION

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. xx-xx-xx
CIVIL
STATE OF CALIFORNIA

REVIEWED
PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx
DATE xx/xx/xx

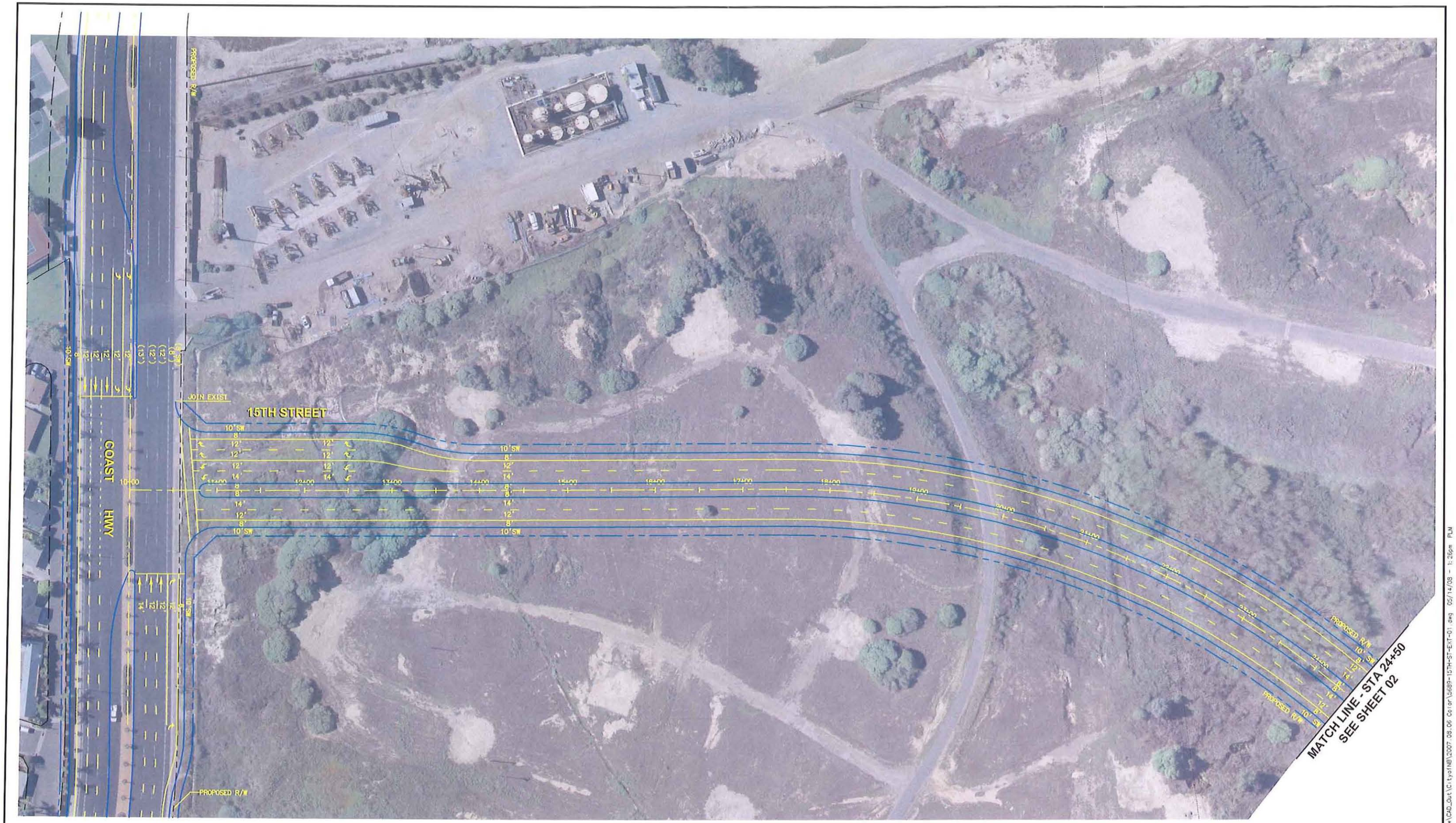
DESIGNED xx DRAWN xx
CHECKED xx DATE xx/xx/xx

PLACENTIA AVENUE-HOSPITAL ROAD TO SUPERIOR AVENUE

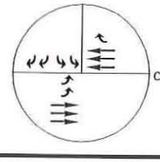
CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET OF X

H:\Pdata\10106689\CADD\Transpw\CAD_Out\Civil\NB\2007 08 06 Color\6689-PlacentiaAve.dwg 06/14/08 - 3:38pm PLM



15TH ST.



LEGEND:

NEW IMPROVEMENT

MITIGATION:
ADD SB RIGHT TURN
ADD SB LEFT TURN
ADD EB THRU
ADD EB LEFT TURN
ADD WB THRU RIGHT
ADD WB RIGHT TURN

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx
DATE xx/xx/xx

DESIGNED xx DRAWN xx
CHECKED xx DATE xx/xx/xx

15TH STREET EXTENSION

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET 1 OF 3

H:\Plots\10106689\CADD\Transpwk\CAD_Out\CityofNB\2007 08 06 Color\1689-15TH-ST-EXT-01.dwg 05/14/08 - 1:26pm PLM

MITIGATION:
WIDEN 15TH STREET FROM PLACENTIA AVE TO MONROVIA AVE TO A 4-LANE SECONDARY CROSS-SECTION

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. xx-xx-xx
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx
DATE xx/xx/xx

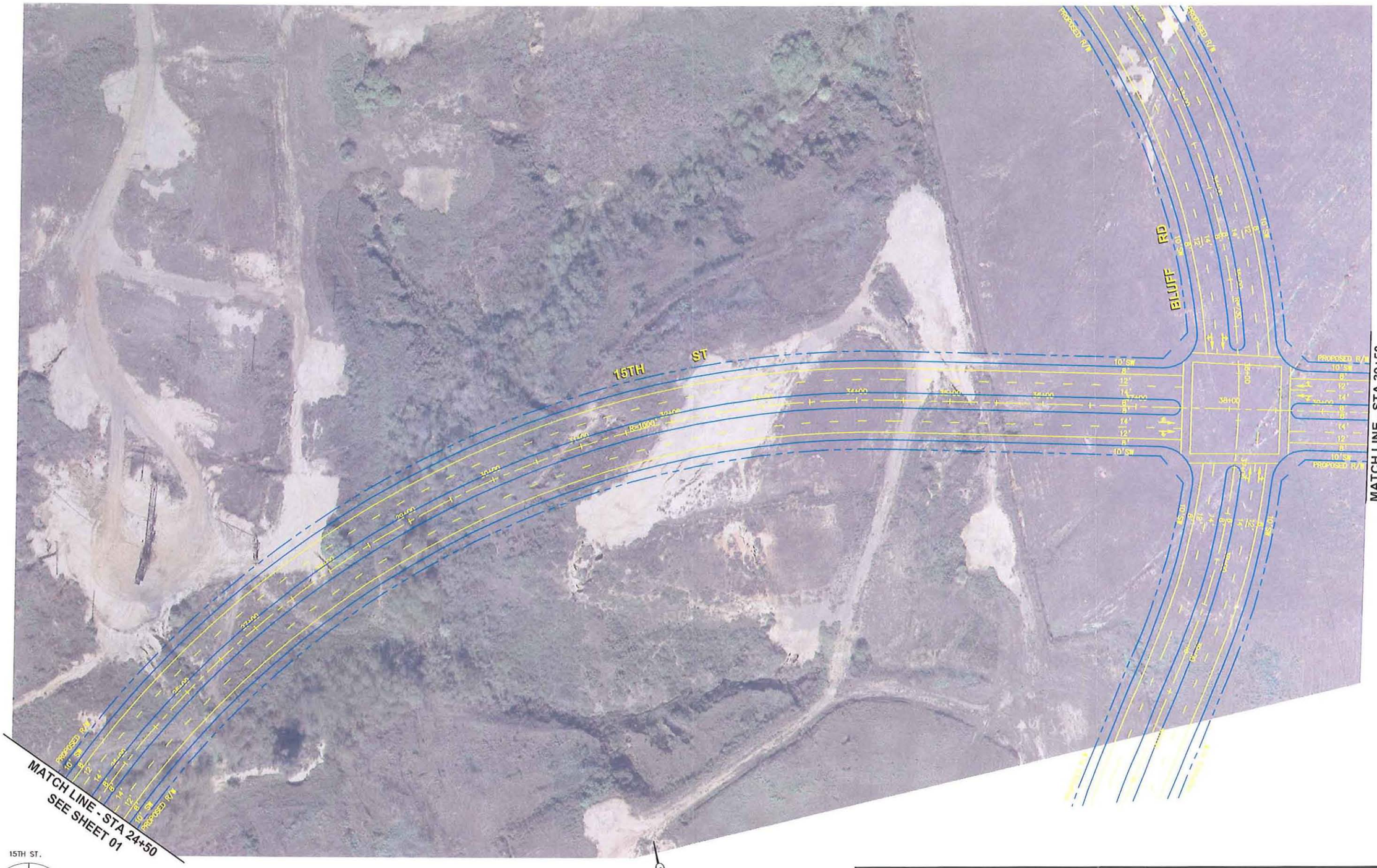
DESIGNED xx
DRAWN xx
CHECKED xx
DATE xx/xx/xx

15TH STREET - PLACENTIA AVENUE TO MONROVIA AVENUE

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET OF X

H:\Plots\10105689\CADD\Transpwk\CAD_Out\City\NB\2007.08.06 Color\5689-15thSt.dwg 05/14/08 - 3:40pm PLM



LEGEND:

NEW IMPROVEMENT

MITIGATION:
ADD SB RIGHT TURN
ADD SB LEFT TURN
ADD EB THRU
ADD EB LEFT TURN
ADD WB THRU RIGHT
ADD WB RIGHT TURN

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx
DATE xx/xx/xx

DESIGNED xx DRAWN xx
CHECKED xx DATE xx/xx/xx

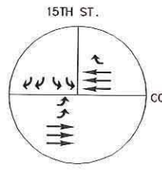
15TH STREET EXTENSION

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET 2 OF 3

H:\Pdata\10106883\CADD\Tremaine\CAD_Dat\City\NB\2007.08.06 Color\A683-15TH-ST-EXT-02.dwg 06/14/08 - 1:27pm PLM

15TH ST.



LEGEND:

NEW IMPROVEMENT

MITIGATION:
ADD SB RIGHT TURN
ADD SB LEFT TURN
ADD EB THRU
ADD EB LEFT TURN
ADD WB THRU RIGHT
ADD WB RIGHT TURN

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx
DATE xx/xx/xx

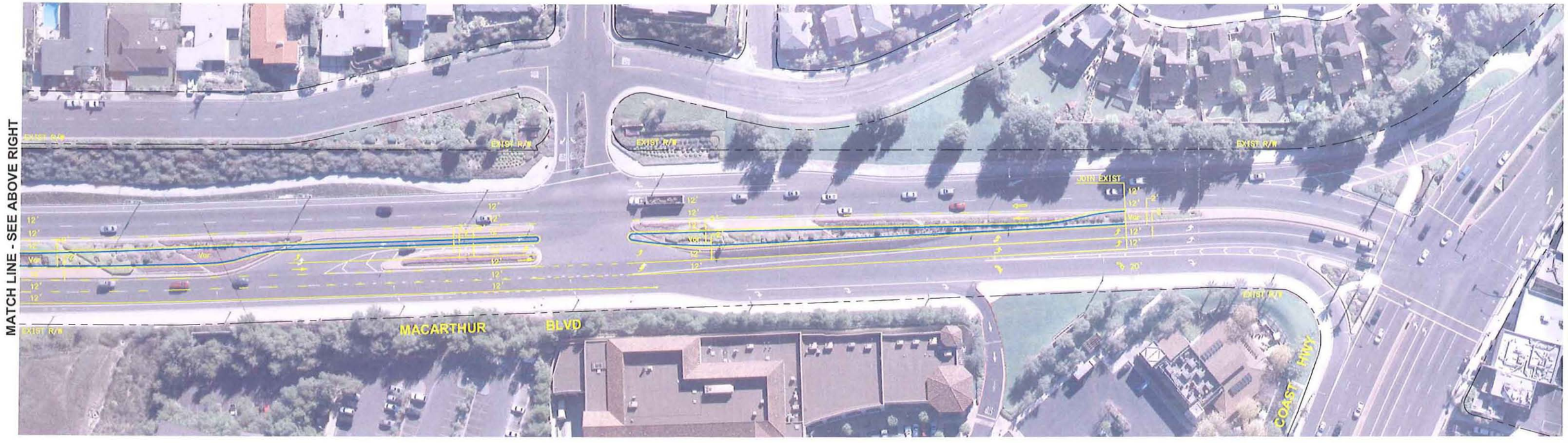
DESIGNED XX | DRAWN XX
CHECKED XX | DATE xx/xx/xx

15TH STREET EXTENSION

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET 3 OF 3

H:\Plots\10105E83\CADD\Transp\CAD_Dir\CityofNB\2007_08_06 Color\5E83-15TH-ST-EXT-03.dwg 06/14/08 - 1:55pm PLW



MITIGATION:
NARROW MEDIAN ON MACARTHUR BL FROM SAN MIGUEL TO COAST HWY TO A 6-LANE MAJOR

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED
PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx
DATE xx/xx/xx

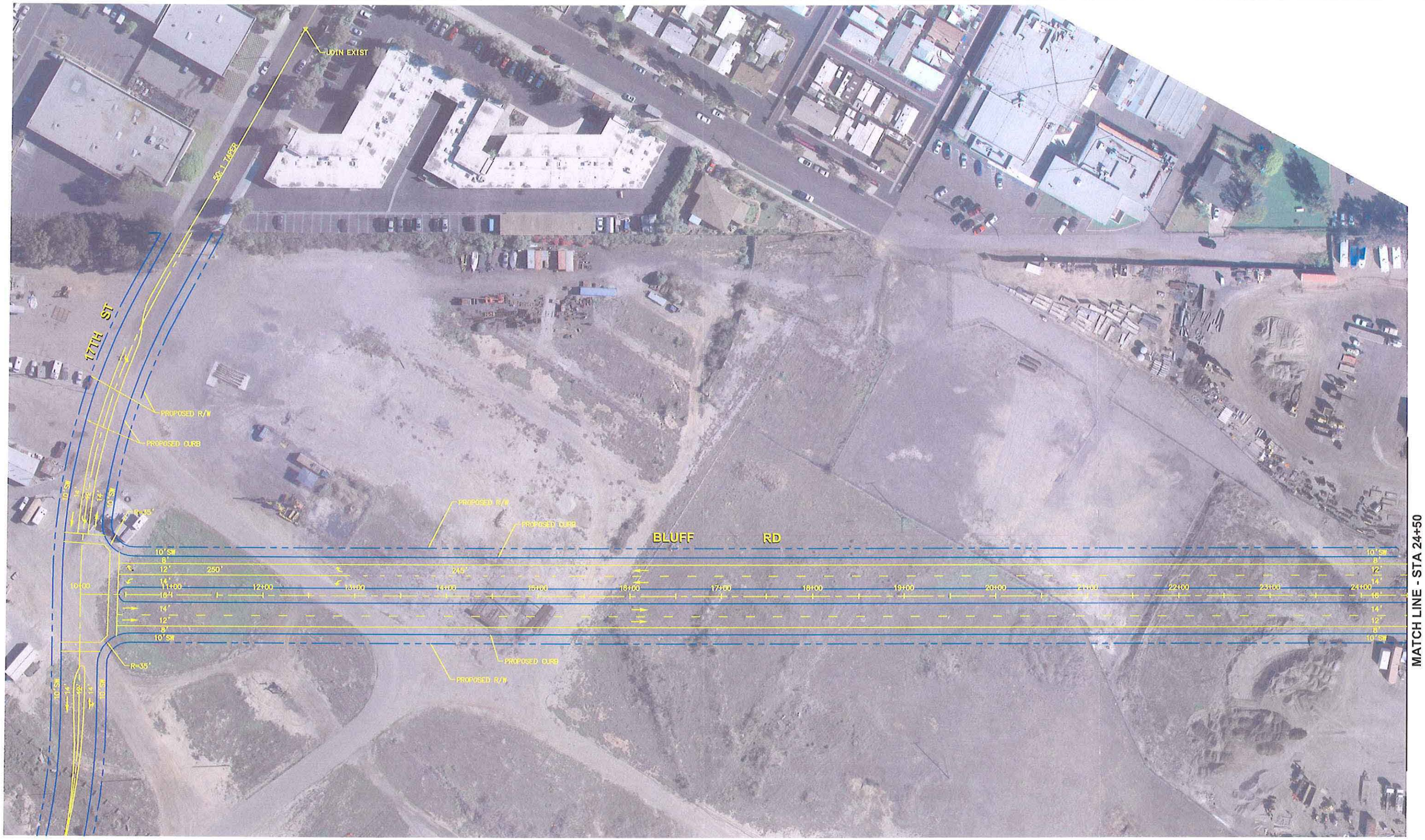
DESIGNED xx | DRAWN xx
CHECKED xx | DATE xx/xx/xx

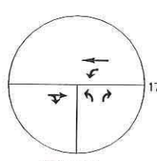
MACARTHUR BOULEVARD - SAN MIGUEL DRIVE TO COAST HIGHWAY

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET OF X

H:\Plots\10102689\CADD\Transpwk\CAD_Out\Citys\NB\2007_08_06 Color\2689-Macarthur.dwg 05/14/08 - 3:46pm PLM





LEGEND:

NEW IMPROVEMENT

MITIGATION:
ADD NB RIGHT TURN
ADD NB LEFT TURN
ADD WB THRU
ADD WB LEFT TURN
ADD EB THRU RIGHT

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. xx-xx-xx
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx

DATE xx/xx/xx

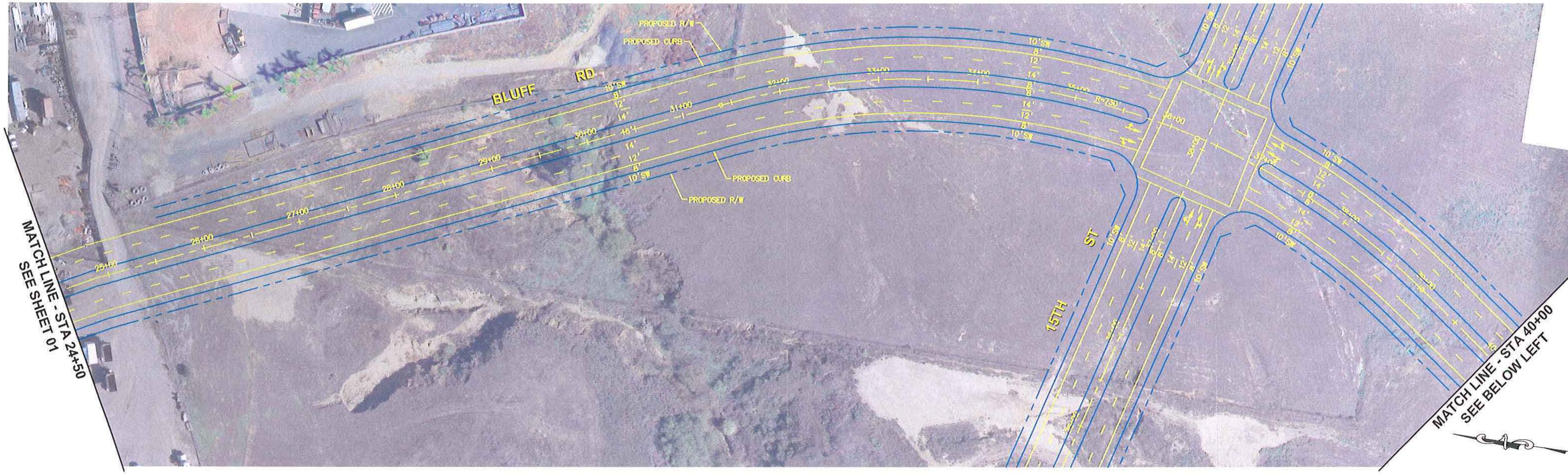
DESIGNED	XX	DRAWN	XX
CHECKED	XX	DATE	XX/XX/XX

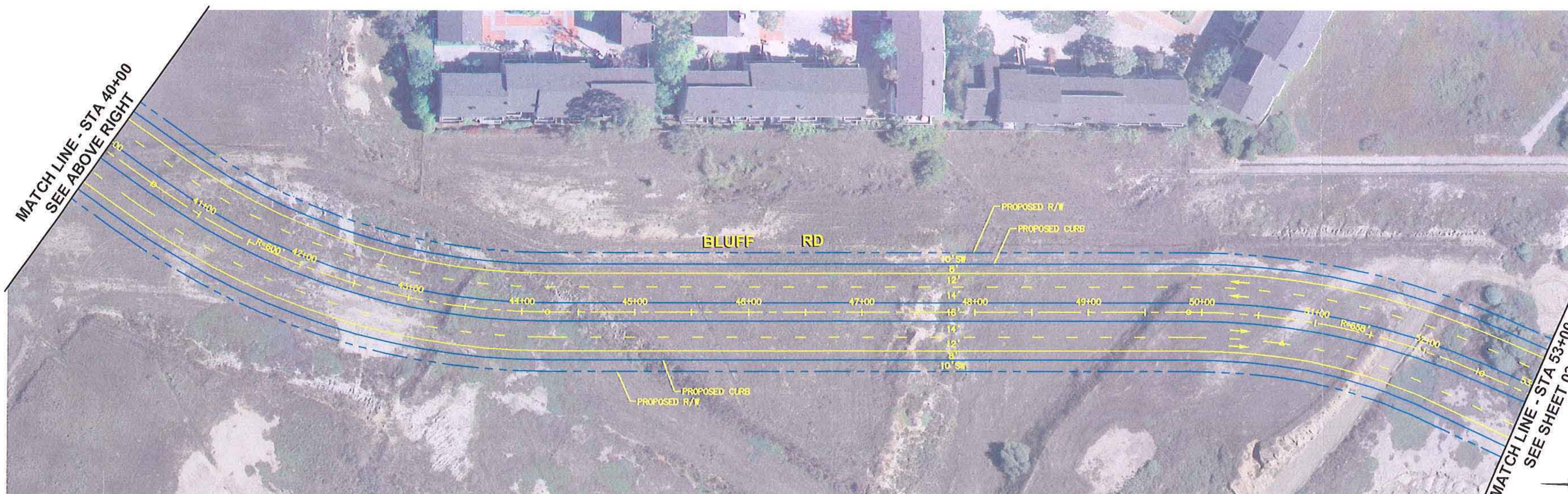
BLUFF ROAD FROM 17 TH STREET TO COAST HIGHWAY

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET 1 OF 3

H:\Pdata\10106689\CADD\Transpw\CAD_Out\CityINE\2007_08_06_Color\5689-BLUFF-01.dwg 05/14/08 - 11:50am PLM





SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. XXXXXX
DATE xx/xx/xx

DESIGNED XX	DRAWN XX
CHECKED XX	DATE XX/XX/XX

BLUFF ROAD FROM 17 TH STREET TO COAST HIGHWAY

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET 2 OF 3

H:\Pdata\10105689\CADD\Transpw\CAD_Out\CityofNB\2007.08.06 Color\5689-BLUFF-02.dwg 05/14/08 - 11:54am PLM

BLUFF RD.

COAST HWY

LEGEND:

- EXISTING LANE
- NEW IMPROVEMENT
- RIGHT TURN OVERLAP PHASE IMPROVEMENT

MITIGATION:
ADD WB RIGHT TURN
ADD 2 EB LEFT TURN
ADD 2 SB LEFT TURN
ADD 2 SB RIGHT TURN

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxxx
DATE xx/xx/xx

DESIGNED XX | DRAWN XX
CHECKED XX | DATE xx/xx/xx

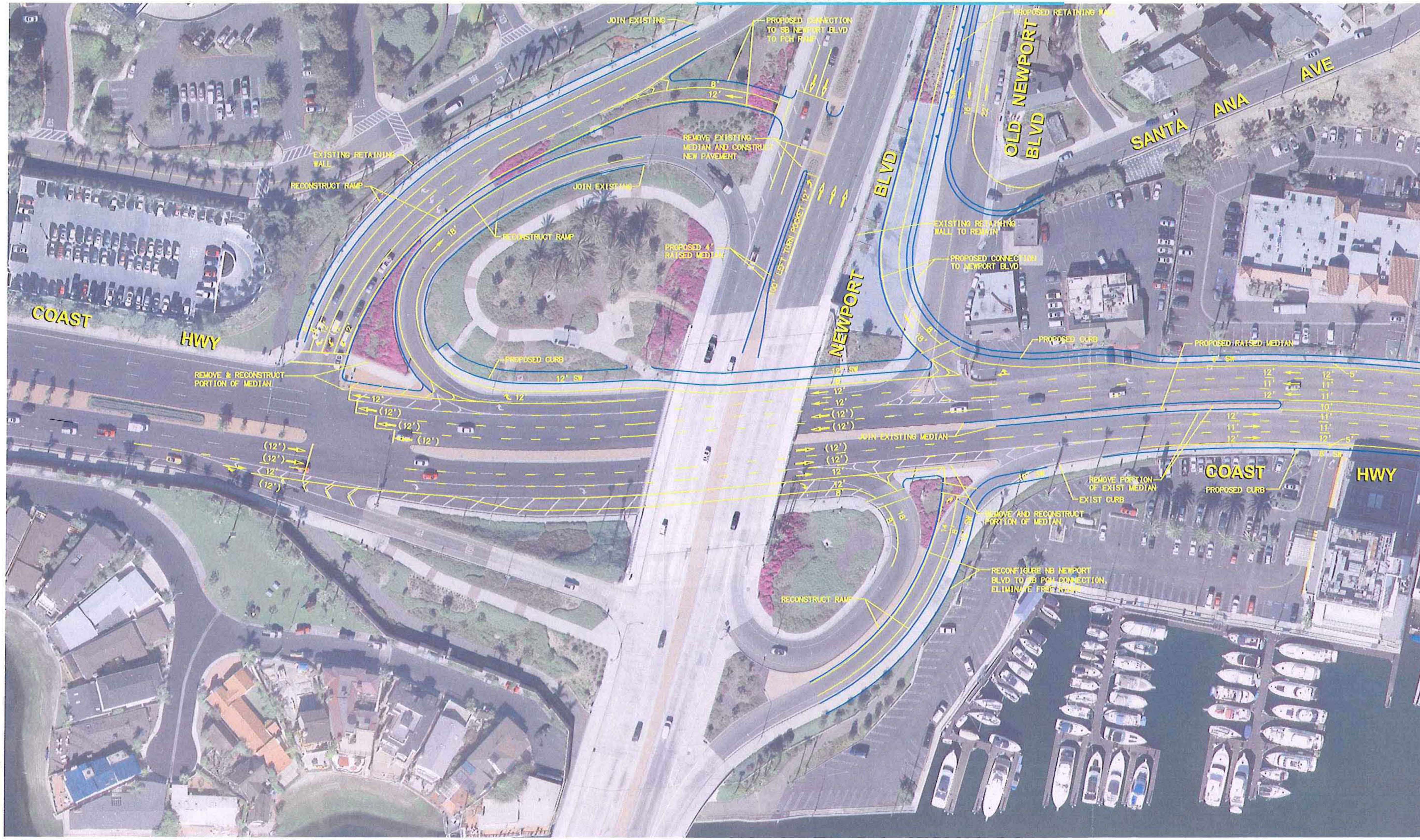
BLUFF ROAD FROM 17 TH STREET TO COAST HIGHWAY

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

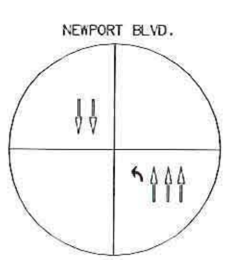
SHEET 3 OF 3

H:\Plots\101005689\CADD\Transpo\CAD_Out\CityofNB\2007 08.06 Color\5689-BLUFF-03.dwg 05/14/08 - 11:56am PLM

MATCH LINE - SEE SHEET 2

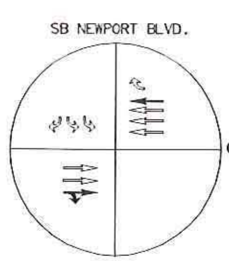


MATCH LINE - SEE SHEET 3



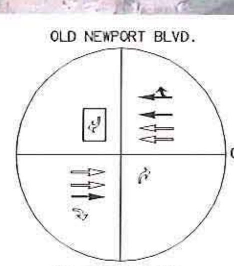
NEWPORT BLVD. MITIGATION:

ADD NB LEFT TURN ONTO SB CONN.



COAST HWY. & SB NEWPORT BLVD. MITIGATION:

ADD WB THROUGH
ADD EB THROUGH



COAST HWY. & NB NEWPORT BLVD. MITIGATION:

ADD 2 WB THROUGH
ELIMINATE SB RIGHT TURN AND PORTION OF OLD NEWPORT BLVD
ADD WB TO NB RAMP CONN.
ADD EB THROUGH
MODIFY NB FREE RIGHT TO STOP CONTROLLED

LEGEND:

- EXISTING LANE
- NEW IMPROVEMENT
- ELIMINATE LANE

SCALE: 1" = 50'

0 50 100 150

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER — FIRST NAME LAST NAME No. XXXXX Exp. XX-XX-XX CIVIL STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER R.C.E. NO. xxxxxx

DATE xx/xx/xx

DESIGNED XX DRAWN XX

CHECKED XX DATE XX/XX/XX

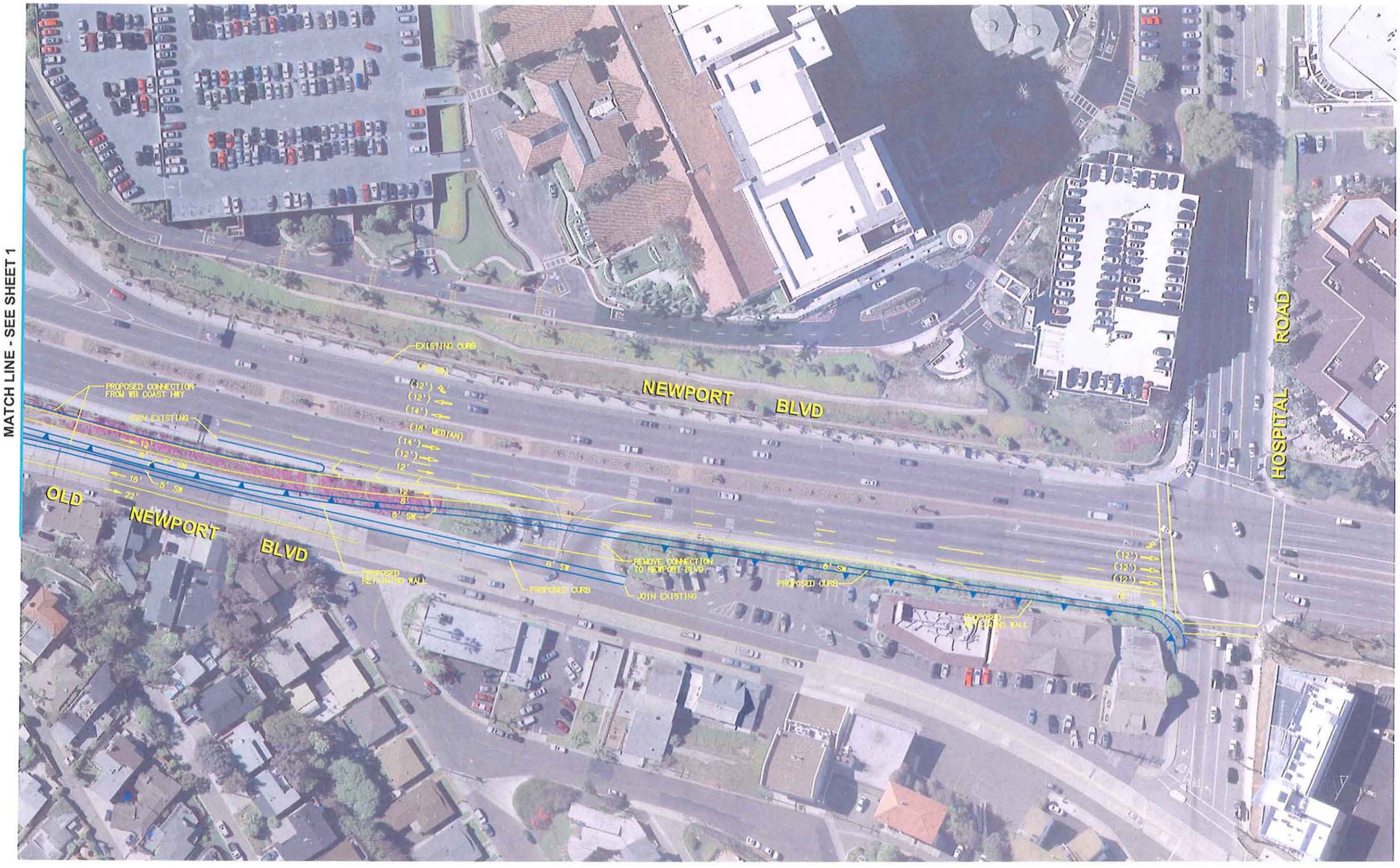
NEWPORT BLVD. & COAST HIGHWAY IMPROVEMENTS

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET 1 OF 3

H:\pdata\10105689\CADD\Transpw\CAD_Out\CityofNB\2007.08.06 Color\Newport-CoastHWy-Improvements\5689-NEWPORT-COAST.dwg 01/17/08 - 4:30pm TKEITH

MATCH LINE - SEE SHEET 1



HOSPITAL RD.

NEWPORT BLVD.

NEWPORT BLVD. & HOSPITAL DRIVE MITIGATION:

ADD WB PCH TO NEWPORT BLVD CONN.
RT TURN AT HOSPITAL ROAD.

SCALE: 1"=100'

LEGEND:

- EXISTING LANE
- NEW IMPROVEMENT
- ELIMINATE LANE

100 0 100 200 300

SCALE: 1"=100'

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER
FIRST NAME
LAST NAME
No. XXXXX
Exp. XX-XX-XX
CIVIL
STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER
R.C.E. NO. xxxxx
DATE xx/xx/xx

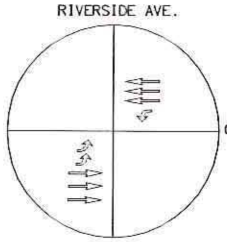
DESIGNED xx DRAWN xx
CHECKED xx DATE xx/xx/xx

NEWPORT BLVD. & COAST HIGHWAY IMPROVEMENTS

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

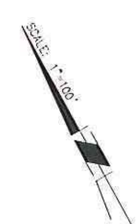
SHEET 2 OF 3

H:\pdata\101056B9\CADD\Transpw\CAD_Out\CityofNB\2007.08.06 Color\Newport-CoastHwy-Improvements\5689-NEWPORT-COASTH.dwg 01/17/08 - 4:27pm THEITH



COAST HWY. & RIVERSIDE AVE. MITIGATION:

ADD EB SHOULDER/BIKE LANE.



LEGEND:

- EXISTING LANE
- NEW IMPROVEMENT
- ELIMINATE LANE

100 0 100 200 300

SCALE: 1"=100'

DATE	BY	DESCRIPTION OF REVISIONS	APP'D

REGISTERED PROFESSIONAL ENGINEER — FIRST NAME LAST NAME No. XXXXX Exp. XX-XX-XX — CIVIL — STATE OF CALIFORNIA

REVIEWED

PRINCIPAL CIVIL ENGINEER R.C.E. NO. xxxxxx

DATE xx/xx/xx

DESIGNED XX DRAWN XX

CHECKED XX DATE XX/XX/XX

NEWPORT BLVD. & COAST HIGHWAY IMPROVEMENTS

CITY OF NEWPORT BEACH
PUBLIC WORKS DEPARTMENT

SHEET 3 OF 3